MnNEWS

Jesse visited area Aug 1-2000

GOVERNOR VENTURA ON HAND TO ROLL OUT ARCTIC CAT'S 4-STROKE

Saying the new environmentally-friendly 4-stroke Arctic Cat represents just the kind of private sector solution-finding he admires, Minnesota Governor Jesse Ventura flashed a big thumbs up as officials and employees of the Thief River Falls-based sledmaker gathered to reveal the first build of 100 new 3-cylinder, 4-cycle snowmobiles on December 15, 2000.

Speaking with Arctic Cat president Chris Twomey as part of his Friday "Lunch With The Governor" radio show broadcast from Northland Community and Technical College at noon, Ventura said in his view it is always better when private industry searches for and finds solutions to problems without involving government.

"If government gets involved," Ventura told the gathered citizens, students, his listeners and VIPs in the college rotunda where the broadcast was produced, "then we need to convene a 'blue ribbon panel' to search for answers and spend your [taxpayers'] money. It's much better to keep the spenders in government out of it when you can." Ventura said the new cleaner snowmobile just beginning to be produced in Minnesota was a perfect example of the right way to do it.

Ventura did his radio show, then toured the Arctic Cat factory, spoke to AC employees at a special podium set up in the plant and had a cheeseburger lunch with Arctic Cat officials and local dignitaries. He told the employees they could be proud of the work they are doing and the benefit it represents to the State of Minnesota. He signed T-shirts, action figures and other memorabilia before leaving for other meetings in mid-afternoon. More on the roll-out ceremony and the new sled on page 15.

SNOW GLOW® INC.

Manufacturers of Specialized Lighting Systems

312 2nd Ave North, Virginia, MN 55792 * 218-749-4829 * fax 218-749-6909
snowglow@rangenet.com http://www.snowglow.com

September 6, 2001

Governor Jesse Ventura
Office of Governor
130 State Capitol 75 Constitution Avenue
Saint Paul, Minnesota 55155

Dear Governor,

This letter is a request for your response to my recent e-mail sent 08/27/01 and the information provided herein. It may well be our introduction to a personal meeting in St. Paul this upcoming legislative session. If you will, please take the time to re-read the "press release e-mail", which is being published in trade magazines, newsletters and on-line, then visit our web site at http://www.snowglow.com, and review the survey we have on our links page and please fill it out if you are in fact a snowmobiler. Doing this will help you better understand the importance of this letter to you.

We have been working with the snowmobile manufacturers since 1997, to see a Hazard Lighting System installed on all production snowmobiles. We were requested to design such a system by one of those manufacturers, and being snowmobilers ourselves, we know it is a necessary addition on snowmobiles.

While making every effort to work directly with the manufacturers, yet seeing no progress toward that goal, we contacted our legislators for help and a bill was introduced in 1999-2000 which would require a Hazard Lighting System on all snowmobiles by December 2002. (H.F. No. 3479 & S.F. No. 3471) This bill was held up by the snowmobile manufacturers and their lobbyists/lawyers while they requested meeting(s) with us and the SSCC, SAE and ISMA. We have had those meetings, but rather than those industry leaders acknowledging a good lighting technology advancement, developed by an independent source, we have been told hazard lighting insinuates that snowmobiling is unsafe. That may be how they choose to see it, **our purpose is to enhance safety and convenience with the flick of a switch.**

Over these past years we have been ignored, been asked to jump many hoops, been told there is no margin $ in safety products, and that it is just *not* necessary. Yet they reluctantly meet with us, continue to talk with us and all manufacturers have tested our system. Below is a summary of their reports:

- Polaris conclusions were that the system not only worked well, it did not interfere with the photometrics of the stock lighting. Polaris carried this product as an after market accessory in their 2001 catalog.

- Arctic Cat testing was done on the new 2001 Panther 4-Stroke machine. Other than needing longer wiring in the rear for ease of installation, they stated the system proved durability and remained functional throughout 4300 accumulated miles.

- Yamaha sent one Hazard Light System to Japan for review, and tested another lighting system on a trail groomer. The light system and installation instructions they received were designed for snowmobiles, so some modification was required for this application. They stated that the unit functioned and the battery lasted the season of use. They commented that the lighting was effective from front and rear, but was lacking 360 deg visibility. We heard no report from Japan. (Placement of the LED's addresses visibility. This is also where Snow Glow applauds the manufacturer's increasing use of reflective materials on the sides and/or running boards of snowmobiles. We also manufacture Snow Glows™, our original safety lighting design which is neon running board lights. But, like a car or motorcycle, hazard flashers were designed to warn on-coming traffic).

- Bombardier's Ski Doo has not submitted a report.

- FAST, our local manufacturing company here in Eveleth, has been testing and riding with our system since its inception. They state a snowmobile as advanced as the Blade needs also to be concerned about safety and hazard lighting is a great breakthrough idea. "While traveling across eight states and participating in snowmobile industry events, as well as actual use on a trail, not only did the system work, it caused many to stop and take notice...it really made them think". FAST is currently offering the hazard light system as an option on their sleds and most customers are buying it! (Great! But I say really, should safety be an option? Attorney's have told me if one manufacturer goes with this system in production it changes the standard for all.)

In March of 2000, at a SAE/SSCC meeting, we were told that following each manufacturers independent testing of our system (this past season) they would meet again in February/March 2001, and would address its performance and discuss with us their plans for the future. Well the February meeting was delayed till June, then till August and now it may be held in October. I was recently told by a Polaris SSCC board member that *only if and when* the SAE increases the standards for this type of lighting, beyond reflectors which are the approved standard today, will things change. In August I discovered that Polaris has discontinued the Hazard Light System and did not include it in their 2002 catalog. I contacted the SAE, which directed me to their Snowmobile Committee Chairman, a Yamaha employee, who said I must give him statistics which prove the need.

The Hazard Light Survey is the result of that request for more statistics. The facts are coming in. Snowmobilers with and without incident are sharing their experiences. Accident victims and/or families are telling their stories. We will all benefit from this information. This survey is being seen all around the world, and we are also working to gain support and endorsement from insurance companies, law enforcement and every type of snowmobile affiliated business and club we are aware of. We are also informing you, the government and legislators who can also help us ensure that new snowmobiles can and will exceed the standards, that's what new technology is all about! And what's it all for... Fulfilling every snowmobilers rightful expectation of enjoyment with safety "built right in", on every ride.

Should our trying to help keep snowmobilers alive and for the long-run help to see snowmobiling thrive, with a simple, low cost lighting system on these magnificent machines, be so hard? We understand the cost of building these machines is the top concern of the manufacturers. We also know an investment like our hazard light system will help control the costs in the long run. What do you think?

I will look forward to your thoughts. My e-mail is michelle@ snowglow.com or mail it to:

Michelle Robillard, Vice President
Snow Glow, Inc.
312 2nd Ave North
Virginia, MN 55792

Thank you for your time and attention. And I also thank you for the gas tax monies for this sport. It is necessary and greatly appreciated!

Best Regards,

Michelle Robillard

Michelle Robillard

SNOW GLOW® INC.

Manufacturers of Specialized Lighting Systems

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snowglow@rangenet.com http://www.snowglow.com

September 18, 2001

Chris Twomey
President & CEO
Arctic Cat, Inc
601 Brooks Avenue South
Thief River Falls, MN 55701

Dear Mr. Twomey:

The time has come for your needed cooperation and necessary response. Since 1997, when the Snow Glow Hazard Lighting System was first presented to Arctic Cat, we have made continuous efforts to work with you, as the leaders and manufacturers of the snowmobile industry, in our attempt to increase the safety of snowmobiling by offering a built-in convenience to snowmobilers who are for any reason parked, lost or broken down in a low light or dark scenario, by improving the lighting that currently exists on snowmobiles.

Through a multitude of correspondence, meetings and phone conversations with Arctic Cat and others over these years, as well as our own exhausting research, personal experiences and recent rider survey results, we know without a doubt that our Hazard Lighting System for snowmobiles is not only needed, but wanted by today's snowmobilers. It is the most effective, efficient, and invaluable safety and lighting advancement available today. After nearly 50 years of technological changes to these magnificent machines, its time has come.

As we proceed in this endeavor, following recent conversations with representatives of your corporation, the SSCC and SAE, as well as the report we received following last seasons testing of our hazard light system by your company, we ask you now for the decision of Arctic Cat regarding the installation of hazard lighting in production snowmobiles, and if so, by when?

We will look for your response by October 3, 2001 or consider no reply your decision to continue without hazard lights. A clear decision by you will determine our future actions. We appreciate your time and attention.

In cooperation,

Al Lakosky, President
Michelle Robillard, Vice President

cc Brian Nelson
Fred Bernier

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snowglow@rangenet.com http://www.snowglow.com

September 18, 2001

Ron Ruzewski
Yamaha Motor Corporation USA
1255 Main Street
Coon Rapids, MN 55448

Dear Ron:

The time has come for your needed cooperation and necessary response. Since 1997, when the Snow Glow Hazard Lighting System was first presented to Yamaha, we have made continuous efforts to work with you, as the leaders and manufacturers of the snowmobile industry, in our attempt to increase the safety of snowmobiling by offering a built-in convenience to snowmobilers who are for any reason parked, lost or broken down in a low light or dark scenario by improving the lighting that currently exists on snowmobiles.

Through a multitude of correspondence, meetings and phone conversations with Yamaha and others over these years, as well as our own exhausting research, personal experiences and recent rider survey results, we know without a doubt, that our Hazard Lighting System for snowmobiles is not only needed, but wanted by today's snowmobiler. It is the most effective, efficient, and invaluable safety and lighting advancement available today. After nearly 50 years of technological changes to these magnificent machines, its time has come.

As we proceed in this endeavor, following recent conversations with representatives of your corporation, the SSCC and SAE, as well as the report we received following last seasons testing of our hazard light system by your company, we ask you now for the decision of Yamaha regarding the installation of hazard lighting in production snowmobiles, and if so, by when?

We will look for your response by October 3, 2001 or consider no reply your decision to continue without hazard lights. A clear decision by you will determine our future actions. We appreciate your time and attention.

In cooperation,

Al Lakosky, President
Michelle Robillard, Vice President

Cc Bruce Enderle

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snowglow@rangenet.com http://www.snowglow.com

September 18, 2001

Guy Hetu
Bombardier Inc.
565 de la Montagne Street
Valcourt, Quebec, Canada J0E2L0

Dear Guy:

The time has come for your needed cooperation and necessary response. Since 1997, when the Snow Glow Hazard Lighting System was first presented to Bombardier, we have made continuous efforts to work with you, as the leaders and manufacturers of the snowmobile industry, in our attempt to increase the safety of snowmobiling by offering a built-in convenience to snowmobilers who are for any reason parked, lost or broken down in a low light or dark scenario by improving the lighting that currently exists on snowmobiles.

Through a multitude of correspondence, meetings and phone conversations with Bombardier and others over these years, as well as our own exhausting research, personal experiences and recent rider survey results, we know without a doubt, that our Hazard Lighting System for snowmobiles is not only needed, but wanted by today's snowmobilers. It is the most effective, efficient, and invaluable safety and lighting advancement available today. After nearly 50 years of technological changes to these magnificent machines, its time has come.

As we proceed in this endeavor, following recent conversations with representatives of your corporation, the SSCC and SAE, and the fact that we have not yet received any report following last seasons testing of our hazard light system by your company, we ask you now for the decision of Bombardier regarding the installation of hazard lighting in production snowmobiles, and if so, by when?

We will look for your response by October 3, 2001 or consider no reply your decision to continue without hazard lights. A clear decision by you will determine our future actions. We appreciate your time and attention.

In cooperation,

Al Lakosky, President
Michelle Robillard, Vice President

cc Pierre Beaudoin

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snowglow@rangenet.com http://www.snowglow.com

September 18, 2001

Norm Bergand
Polaris Industries
301 5th Ave SW
Roseau, MN 56751

Dear Norm:

The time has come for your needed cooperation and necessary response. Since 1997, when the Snow Glow Hazard Lighting System was first presented to Polaris, we have made continuous efforts to work with you, as the leaders and manufacturers of the snowmobile industry, in our attempt to increase the safety of snowmobiling by offering a built-in convenience to snowmobilers who are for any reason parked, lost or broken down in a low light or dark scenario by improving the lighting that currently exists on snowmobiles.

Through a multitude of correspondence, meetings and phone conversations with Polaris and others over these years, as well as our own exhausting research, personal experiences and recent rider survey results, we know without a doubt, that our Hazard Lighting System for snowmobiles is not only needed, but wanted by today's snowmobiler. It is the most effective, efficient, and invaluable safety and lighting advancement available today. After nearly 50 years of technological changes to these magnificent machines, its time has come.

As we proceed in this endeavor, following recent conversations with representatives of your corporation, the SSCC and SAE, as well your companies decision to discontinue this product from your 2002 catalog, after only one season and without any prior discussion or acknowledgement of this decision with us, we ask you now for the decision of the Polaris Corporation regarding the installation of hazard lighting in production snowmobiles, and if so, by when?

We will look for your response by October 3, 2001 or consider no reply your decision to continue without hazard lights. A clear decision by you will determine our future actions. We appreciate your time and attention.

In cooperation,

Al Lakosky, President
Michelle Robillard, Vice President

cc Jim Endrizzi
Mike Anderson

SNOW GLOW® INC.

Manufacturers of Specialized Lighting Systems

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snowglow@rangenet.com http://www.snowglow.com

September 12, 2001

Joe Venturella
PO Box 2450
Grand Rapids, MI 49501-2450

Dear Joe,

It was a pleasure speaking with you on the phone today regarding our specialized lighting products for recreational vehicles. As we discussed, I am sending you literature about our product, the Snow Glow Hazard Lighting System, and I am including a variety of other documents that show our interest and continuing attempts to work with the snowmobile industry and others, to get such a safety feature on all production snowmobiles as well as an after market accessory.

As I stated to you on the phone and have discussed with other companies within the insurance industry, this product will reduce the number of incidents, accidents and hopefully fatalities that happen each year. We know that will in turn reduce the costs to insurance companies as well. Thus, it is my intent to both inform you about the safety benefits and availability of hazard lighting for snowmobiles and also to request your support and endorsement, in whatever form is possible, which will assist us in encouraging the industry to include hazard lighting on all future snowmobiles. If a company endorsement is not your policy, then possibly an insurance discount for snowmobilers with this preventative safety feature built in.

Mr. Venturella, I want to thank you for your time and assistance. It can go a long way in benefiting us all! I will look forward to hearing back from you on this matter. Again, my thanks.

Sincerely,

Michelle Robillard

Michelle Robillard, Vice President

Al Lakosky

From: "snowglow" <snowglow@rangenet.com>
To: "Al & Michelle" <alley@rangenet.com>
Sent: Wednesday, October 10, 2001 4:26 PM
Subject: Fw: HAZARD LIGHTING SYSTEM

----- Original Message -----
From:
To:
Sent: Wednesday, October 10, 2001 7:58 AM
Subject: HAZARD LIGHTING SYSTEM

October 10, 2001

Michelle Robillard

RE: Hazard Lighting System

Michelle, I just want to recap the telephone conversation we had last week, and give you an update on our progress.

Our Product Managers have all reviewed the materials you sent, and I'm circulating that same information through our Underwriting area now. While the response to your flasher system has been overwhelmingly positive, we've made no decisions, nor reached a consensus, on what we might do to acknowledge or encourage the installation of these lights.

As we'd discussed, Foremost now offers various discounts through its new, Off-Road Vehicle Insurance program. If I were a betting man, I'd say it's a good bet that, ultimately, we'll offer an additional discount if the insured snowmobile

incorporates an approved hazard lighting or emergency flasher system.

I'll be in touch with you just as soon as I have more definite news to report!

Sincerely,

Joe Venturella
Underwriting Manager
Foremost Insurance Company

Outgoing mail is certified Virus Free.
Checked by AVG anti-virus system ( ).
Version: 6.0.282 / Virus Database: 150 - Release Date: 9/25/01

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snowglow@rangenet.com http://www.snowglow.com

October, 2001

Alaska State Snowmobile Association
PO Box 210427
Anchorage, AK 99521

Dear,

I have enclosed a variety of information and materials we have acquired since 1997 through research, personal experiences and other sources of data. What this is all about is the fact that all of us who snowmobile can see and/or have experienced an inherent flaw that all snowmobiles share, **the ability to be seen in dark scenarios whether choosing to stop on lakes or trails, experiencing a mechanical failure, or anytime the snowmobile engine is stopped.** It was an employee of a manufacturer, who pointed out this problem and requested Snow Glow try to design a solution.

The system which Al Lakosky, President of Snow Glow, Inc has created, description enclosed, is the first of its kind and at first seemed to be well accepted by all the manufacturers. However, we have come to a "stalemate" with the big Four Manufacturers over silliness like "If we sell or place a hazard lighting system in our snowmobiles, that means in a sense that we are admitting to the public that snowmobiling is unsafe."

It is this mentality that prompts me to write to all the Snowmobile Associations for your help. It is the recommendation of our State DNR that we access all State Associations' Legislative and Safety committees for help, and if necessary, request assistance with legislation which would require all future production snowmobiles are equipped with hazard lighting. As you may be aware, this process had begun two years ago and was halted by the manufacturers lobbyists/lawyers who told lawmakers that they were and will continue to work with us toward this goal and did not need government intervention.

Well, two years have passed and one of our last conversations with a representative of the snowmobile industry said "unless the SAE increases the standards we have no intention to do so." I contacted the SAE Snowmobile Committee Chair, a Yamaha employee, who said the SAE develops standards based on scientific fact and statistics, and "the DNR reports and/or Consumer Products Reports do not indicate the need, so WE must prove it." So we are doing just that. We created a snowmobile survey on the internet which reflects a diverse response from around the world, but now we have been told that "the survey is meaningless because these are not DNR or Federal reports." We contacted the DNR and were told that if these are the statistics they use, they are insufficient because the majority of accidents go unreported and\or are not recreated as to a cause, like the automobile accident may be. The Consumer Products Safety Commission sent me a 4 inch thick file of accidents, many of which could have been prevented. I have enclosed examples of these as well.

We believe that neither you nor I want or need any more laws or standards ruling our lives and taking away our freedoms. There should be no reason for that to be the way to improve snowmobile lighting for the benefit of all snowmobilers!! Should safety be an option? We do not wear our helmets because we will crash each time we ride, we wear them in the event of that possibility. It is an aid in our safety. A hazard lighting system built-in to our sleds is a simple and convenient safety feature which will assist every snowmobiler, the one parked or the one moving.

So what can your Snowmobile Association do to help? Check out our website www.snowglow.com for more information about us and please take the survey! We believe every snowmobilers voice and life counts! Then, take a stand and *make a Board Declaration in Support of Hazard Lighting as OEM, Original Manufacture Equipment on all future production snowmobiles.* Send it to all the manufacturers, Polaris, Arctic Cat, Yamaha, Bombardier, Fast, and other industry affiliated agencies which should represent your best interests, ISMA, (International Snowmobile Manufacturer Association); the SSCC (Snowmobile Safety & Certification Committee); the SAE (Society of Automotive Engineers); and our own 'parent' snowmobile association the ACSA (American Council of Snowmobile Associations). They need to hear from you. The survey is one means, your Board action will give added strength. A snowmobilers campaign expressing our need and desire for the added benefit of Hazard Lighting will eliminate the need for new standards or legislation. Everyone will see the light, based on its own good merits.

I will look forward to hearing from you, the board or appropriate committee on this issue. If we can be of more assistance, answer any questions or concerns before or at your meeting, please, call and let us know 218-749-4829. Again I really appreciate your time and attention.

Sincerely,

Michelle Robillard, Vice President

Cc: All 27 State Snowmobile Associations and Canadian Associations

Saint Louis County

Office of the Sheriff • 100 North 5th Avenue West, Room 103 • Duluth, Minnesota 55802
Phone: (218) 726-2337 • Fax: (218) 726-2171

Rick Wahlberg
Sheriff

Protecting and Serving
Our County with
Professionalism
and Pride

October 10, 2001

Mr. Al LaKosky, President
c/o Snow Glow, Inc.
312 2nd Avenue North
Virginia, MN 55792

Dear Mr. LaKosky:

This letter is in response to our phone conversation on October 8, 2001 concerning snowmobile safety/hazard lighting and the number of reported snowmobile accidents. As you are aware the vast majority of reports dealing with snowmobile accidents originate from local law enforcement agencies, namely police departments or sheriff's offices. These accident reports, when completed, are forwarded to the Minnesota Department of Natural Resources who acts as a repository for the information. However, one must be careful when trying to determine the number or severity of accidents which occur in the State of Minnesota due to the high number which are not reported to local law enforcement agencies.

It has been our experience that when dealing with snowmobiles or ATVs oftentimes, unless people are injured severely enough to require transport by ambulance, etc. the victims usually arrive at a medical facility on their own power or with friends. Seldom are these accidents reported to a local law enforcement agency. In addition, with minor personal injury or property damage accidents, very few of these are reported due to the ease with which these types of recreational vehicles can be removed from the scene for repair. In short, reported accidents probably account for a small percentage of those

Reply to:

☐ Administrative Offices
100 N. 5th Ave. W., Rm 103
P.O. Box 16187 Duluth, MN 55816
Phone: (218) 726-2341
Fax: (218) 726-2171

☐ County Jail
4334 Haines Road
Duluth, MN 55811
Phone: (218) 726-2345
Fax: (218) 725-6134

☐ Sheriff's Office
300 South 5th Avenue
Virginia, MN 55792
Phone:(218) 749-7134
Fax: (218) 749-7192

☐ Sheriff's Office
1810 12th Avenue East
Hibbing, MN 55746
Phone: (218) 262-0132
Fax: (218) 262-6334

which are actually occurring. In regard to safety/hazard warning lights it is my personal belief that these are a good idea. In essence, after dark if a machine becomes disabled, you have a several hundred pound obstruction which could be on a street, roadway, trail or lake that will not be seen until it may be too late to avoid it.

I hope this answers your questions, however, if I can be of any further assistance to you feel free to contact me.

Sincerely,

Rick Wahlberg

RicR Wahlberg, Sheriff

RW:slm

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, DC 20207

Ida Harper-Brown
Technical Information Specialist
National Injury Information Clearinghouse
Office of Information Services

Tel: (301) 504-0424, X1180
Fax: (301) 504-0124
Email: ibrown@cpsc.gov

October 12, 2001

Ms. Michele Robillard
Snow Glow
312 North 2nd Avenue
Virginia, MN 55792

Dear Ms. Robillard:

As recently requested by you, we are enclosing the specified item(s).

If you have any questions concerning any of the information or if we can be of further assistance, please feel free to contact us.

Sincerely,

Ida Harper-Brown
Ida Harper-Brown

Enclosure(s)

Snow Glow - received a 4 inch stack of reports accidents, including 703 death certificates from the US Consumer Product Safety Comm. about Snowmobiling 1995 to present.

attached are a few random samples caused by not being seen —

13 F96080105A DATE RECV/ISSUE: 961121 / 8 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 961025 DATE ENTERED : 961217 CITY/STATE : WASILLA, AK
AGE/SEX : 017 / M DISP : DOA WORK RELATED: N HAZARD: VEHICLE OR MACHINERY A
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A MALE SNOWMOBILE OPERATOR, AGE 17, WAS KILLED IN A COLLISION WITH ANOTHER SNOWMOBILE AT THE CREST OF A HILL. A FEMALE PASSENGER, AGE 17, WAS HOSPITALIZED FOR BROKEN LEGS, BROKEN PELVIS AND INTERNAL INJURIES.

14 F9730091A DATE RECV/ISSUE: 970326 / 26 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 970216 DATE ENTERED : 970429 CITY/STATE : POCATELLO, ID
AGE/SEX : 059 / F DISP : DOA WORK RELATED: N HAZARD: COLLISION WITH MOTOR \
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 59-YEAR OLD FEMALE WAS KILLED WHEN THE SNOWMOBILE SHE WAS DRIVING COLLIDED WITH ANOTHER ON A CATTLE PATH. THE MALE DRIVER OF THE OTHER MACHINE WAS SEVERELY INJURED AND HOSPITALIZED.

17 F97301148 DATE RECV/ISSUE: 970326 / 26 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 961214 DATE ENTERED : 970430 CITY/STATE : FAIRBANKS, AK
AGE/SEX : 032 / M DISP : DOA WORK RELATED: N HAZARD: VEHICLE OR MACHINE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 32-YEAR OLD MALE WAS KILLED WHEN HIS SNOWMOBILE HIT A PARKED TRUCK IN THE MIDDLE OF A FROZEN RIVER.

20 F97301142 DATE RECV/ISSUE: 970326 / 26 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 961125 DATE ENTERED : 970430 CITY/STATE : TOK, AK
AGE/SEX : 014 / M DISP : DOA WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 14-YEAR OLD MALE WAS KILLED WHEN THE SNOWMOBILE HE WAS DRIVING CRASHED INTO A BROKEN-DOWN PICKUP PARKED ON A ROADSIDE.

33 G95106028 DATE RECV/ISSUE: 950214 / 20 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 950122 DATE ENTERED : 950302 CITY/STATE : CHESTER TWP, MI
AGE/SEX : 021 / M DISP : TR/REL WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 21 YEAR OLD MALE AND 3 YEAR OLD MALE WERE BOTH HURT WHEN THEIR SNOW MOBILE WAS HIT BY ANOTHER SNOWMOBILE.

56 G9530163A DATE RECV/ISSUE: 950316 / 24 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 950301 DATE ENTERED : 950403 CITY/STATE : DETROIT, MI
AGE/SEX : 047 / M DISP : DOA WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 47 YEAR OLD MALE DIED & 2 OTHERS WERE INJURED WHEN THEIR SNOWMOBILE S COLLIDED.

59 G9620037A DATE RECV/ISSUE: 960222 / 21 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 951216 DATE ENTERED : 960306 CITY/STATE : DEER CREEK, MN
AGE/SEX : 025 / M DISP : HOSP WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 25YOM SNOWMOBILE OPERATOR WAS HURT AFTER HE HIT A BUMP AND WAS THEN STRUCK BY ANOTHER SNOWMOBILE.

77 G9620242A — DATE RECV/ISSUE: 960306 / 23 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 960105 — DATE ENTERED : 960321 — CITY/STATE : WATERVLIET, MI
AGE/SEX : 005 / M — DISP : DOA — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1217 SLEDS
2ND PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 5YOM DIED OF MASSIVE HEAD INJURIES RECEIVED WHEN HIS SLED WAS STRUC BY A SNOWMOBILE.

86 G9630013A — DATE RECV/ISSUE: 960311 / 24 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 960215 — DATE ENTERED : 960326 — CITY/STATE : MUNISING, MI
AGE/SEX : 013 / M — DISP : DOA — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 13YOM WAS ONE OF THREE PEOPLE KILLED IN A SNOWMOBILE ACCIDENT.

90 G9630132A — DATE RECV/ISSUE: 960320 / 25 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 960107 — DATE ENTERED : 960401 — CITY/STATE : LAKE CO, IL
AGE/SEX : 032 / M — DISP : HOSP — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 32YOM AND 50YOM, BOTH SNOWMOBILE OPERATORS, WERE BOTH INJURED WHEN THEY COLLIDED.

95 G9630251A — DATE RECV/ISSUE: 960403 / 27 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 960113 — DATE ENTERED : 960422 — CITY/STATE : LAKE MINNETONKA, MN
AGE/SEX : 039 / M — DISP : HOSP — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 3283 SNOW SKIING (ACTIVITY, APPAREL OR EQUI
2ND PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 39YOM WAS SERIOUSLY INJURED WHILE CROSS SKIING AT NIGHT WHEN HE WAS HIT FROM BEHIND BY SNOWMOBILES.

100 G9640025A — DATE RECV/ISSUE: 960408 / 28 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 960210 — DATE ENTERED : 960426 — CITY/STATE : HANCOCK, MN
AGE/SEX : 012 / M — DISP : HOSP — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 12YOM SUFFERED A SERIOUSLY LEG BREAK WHEN STRUCK BY A SNOWMOBILE.

105 G9640189A — DATE RECV/ISSUE: 960423 / 30 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 960300 — DATE ENTERED : 960510 — CITY/STATE : HURLEY, WI
AGE/SEX : 023 / M — DISP : DOA — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A MALE, AGE 23, SNOWMOBILE OPERATER DIED OF INJURIES RECEIVED WHEN HE CRASHED INTO A GROOMER BLADE ON A TRAIL.

115 G96C0211B — DATE RECV/ISSUE: 961231 / 14 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 961221 — DATE ENTERED : 970127 — CITY/STATE : ASKOV, MN
AGE/SEX : 012 / M — DISP : DOA — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A MALE SNOWMOBILE OPERATOR, AGE 12, DIED AFTER HE DROVE OFF A TRAIL INTO THE HIGHWAY WHERE HIS SNOWMOBILE STALLED AND HE WAS HIT BY A PICKUP TRUCK.

123 G9710269A — DATE RECV/ISSUE: 970206 / 19 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 961229 — DATE ENTERED : 970310 — CITY/STATE : NEGAUNEE TWP, MI
AGE/SEX : 018 / M — DISP : TR/REL — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A MALE SNOWMOBILE OPERATOR, AGE 18, WAS INJURED WHEN HE RAN INTO A PARKED CAR ON THE SHOULDER OF A ROAD.

132 G9720391A — DATE RECV/ISSUE: 970310 / 24 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 961117 — DATE ENTERED : 970417 — CITY/STATE : WARROAD, MN
AGE/SEX : 030 / M — DISP : DOA — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCID
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : IN THIS FATAL ACCIDENT, A 30-YEAR OLD MALE WAS STANDING BESIDE HIS SNOWMOBILE WHEN HE WAS STRUCK BY ANOTHER SNOWMOBILE DRIVEN BY A MEMBER OF HIS GROUP. ALCOHOL WAS INVOLVED.

138 G9720391H — DATE RECV/ISSUE: 970310 / 24 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 961213 — DATE ENTERED : 970417 — CITY/STATE : WARROAD, MN
AGE/SEX : 021 / M — DISP : DOA — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCID
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : IN THIS FATALITY, A 21-YEAR OLD MALE STRUCK A PARKED CAR WHILE DRIVING ON A ROADWAY. AFTER HITTING THE CAR, HE WAS STRUCK BY ANOTHER SNOWMOBILE THAT HAD BEEN FOLLOWING BEHIND HIM.

142 G97203910 — DATE RECV/ISSUE: 970310 / 24 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 970101 — DATE ENTERED : 970417 — CITY/STATE : WARROAD, MN
AGE/SEX : 019 / M — DISP : DOA — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCID
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : (1) A 19-YEAR OLD MALE, WHO WAS STANDING ON A ROADWAY AFTER WORKING ON HIS SNOWMOBILE, WAS STRUCK BY ANOTHER SNOWMOBILE. THE PEDESTRIAN DIED AT THE SCENE.

143 G9720391P — DATE RECV/ISSUE: 970310 / 24 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 970101 — DATE ENTERED : 970417 — CITY/STATE : WARROAD, MN
AGE/SEX : 019 / M — DISP : DOA — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCID
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : (2) A 19-YEAR OLD MALE, WHO HAD STRUCK A SNOWMOBILE STANDING NEAR A PARKED SNOWMOBILE, DIED FROM INJURIES SUSTAINED IN THE ACCIDENT.

185 G9820145A — DATE RECV/ISSUE: 980219 / 21 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 971229 — DATE ENTERED : 980317 — CITY/STATE : GLENWOOD, MN
AGE/SEX : 020 / M — DISP : TR/REL — WORK RELATED: N — HAZARD: VEHICLE OR
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : TWO MEN AGE 20 RIDING A SNOWMOBILE STRUCK AN ICE HOUSE, BOTH MEN SUFFERED MINOR INJURIES AND WERE TREATED AND RELEASED FROM THE HOSPITAL.

188 G9820185A — DATE RECV/ISSUE: 980223 / 22 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 980117 — DATE ENTERED : 980323 — CITY/STATE : NEOLA, IA
AGE/SEX : 033 / M — DISP : DOA — WORK RELATED: N — HAZARD: VEHICLE OR MACHINERY ACCID
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 33 YR OLD MAN DIED AFTER BEING STRUCK BY A SNOWMOBILE DRIVEN BY ANOTHER PERSON. TWO OTHER INDIVIDUALS WERE ALSO INJURED IN THE ACCIDENT.

210 H9820283A — DATE RECV/ISSUE: 980304 / 23 — TYPE CONTACT: CONSUMER COMPLAINT — CONFIRMED:
DATE INCIDENT: 971100 — DATE ENTERED : 980331 — CITY/STATE : PETALUMA, CA
AGE/SEX : 000 / ? — DISP : 0 — WORK RELATED: N — HAZARD: VEHICLE OR MACHINE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : CONSUMER WAS RIDING GASOLINE-OPERATED SNOWMOBILE WHEN ITS FRONT AND TAIL LIGHTS AND OTHER ELECTRICAL COMPONENTS STOPPED WORKING. CONSUMER HAD LIMITED VISIBILITY, BUT MADE IT HOME. HAD ONLY 500 MILES ON IT. NO INJURY.

118 N9520362A — DATE RECV/ISSUE: 950227 / 22 — TYPE CONTACT: NEWS CLIP — CONFIRMED:
DATE INCIDENT: 950100 — DATE ENTERED : 950324 — CITY/STATE : ST JOHN VALLEY, ME
AGE/SEX : 060 / M — DISP : HOSP — WORK RELATED: N — HAZARD: VEHICLE OR MACHINER
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 60 YEAR OLD MALE BROKE HIS LEG WHEN ANOTHER FROM MOBILE STRUCK HIS

147 N96303248 DATE RECV/ISSUE: 960328 / 26 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 960217 DATE ENTERED : 960410 CITY/STATE : FT. KENT, ME
AGE/SEX : 032 / M DISP : TR/REL WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 32YOM SNOWMOBILE OPERATOR WAS INJURED AFTER HE LEFT A TRAIL AND WAS STRUCK BY A SNOWMOBILE FROM BEHIND.

171 N97302518 DATE RECV/ISSUE: 970331 / 27 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 970308 DATE ENTERED : 970509 CITY/STATE : STOCKHOLM, ME
AGE/SEX : 000 / ? DISP : 0 WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A FIVE SLED (SNOWMOBILE) PILEUP STARTED WHEN 3 SNOWMOBILES PARKED ALONG THE SIDE OF A TRAIL, ANOTHER GROUP CAME UP BEHIND THEM, AND ONE PASSING SNOWMOBILE SNAGGED THE BACK OF ANOTHER AND BOTH STALLED. THREE OTHER SNOWMOBILIERS COLLIDED WITH THE TWO STALLED.

177 N9730251N DATE RECV/ISSUE: 970331 / 27 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 970308 DATE ENTERED : 970513 CITY/STATE : FORT FAIRFIELD, ME
AGE/SEX : 000 / M DISP : UNK WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A TEENAGE MALE SUFFERED BRUISES AND SCRAPES WHEN THE SNOWMOBILE HE WAS A PASSENGER ON COLLIDED WITH THE REAR OF A SNOWMOBILE BEING OPERATED BY ANOTHER TEENAGE MALE.

178 N97302511 DATE RECV/ISSUE: 970331 / 27 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 970309 DATE ENTERED : 970513 CITY/STATE : ASHLAND, ME
AGE/SEX : 036 / M DISP : 0 WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
2ND PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A SNOWMOBILE OPERATED BY A 36-YEAR OLD MALE STRUCK A SNOWMOBILE THAT WAS OPERATED BY A 30-YEAR OLD MALE. DAMAGE: $800 EACH. NO INJURY.

07 X9621295A DATE RECV/ISSUE: 960206 / 19 TYPE CONTACT: MECAP CONFIRMED:
DATE INCIDENT: 960203 DATE ENTERED : 960226 CITY/STATE : NEW LIMERICK, ME
AGE/SEX : 000 / ? DISP : DOA WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : THE VICTIM, A SNOWMOBILE OPERATOR, DIED OF MULTIPLE TRAUMA INJURIES RECEIVED WHEN HE STRUCK A FISHING SHACK AT A HIGH RATE OF SPEED.

38 X9720467F DATE RECV/ISSUE: 970219 / 21 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 970216 DATE ENTERED : 970328 CITY/STATE : OTISFIELD, ME
AGE/SEX : 000 / ? DISP : 0 WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A SNOWMOBILE OPERATOR STRUCK A PARKED CAR.

63 X9741447A DATE RECV/ISSUE: 970416 / 29 TYPE CONTACT: MECAP CONFIRMED:
DATE INCIDENT: 970223 DATE ENTERED : 970522 CITY/STATE : MOSCOW, ME
AGE/SEX : 000 / ? DISP : DOA WORK RELATED: N HAZARD: VEHICLE OR MACHINERY ACCIDE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : THE VICTIM, A SNOWMOBILE OPERATOR, DIED OF HEAD AND NECK INJURIES RECEIVED IN A COLLISION WITH ANOTHER SNOWMOBILE.

97 G0010033A DATE RECV/ISSUE: 000107 / 15 TYPE CONTACT: NEWS CLIP CONFIRMED:
DATE INCIDENT: 991215 DATE ENTERED : 000131 CITY/STATE : KNOX TWP, IA
AGE/SEX : 020 / M DISP : DOA WORK RELATED: N HAZARD: VEHICLE OR MACHINE
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
2ND PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A MALE SNOWMOBILE OPERATOR, AGE 20, DIED AND TWO OTHER MEN, AGES 20 AND 34 WERE INJURED WHEN TWO SNOWMOBILES COLLIDED. APPARENTLY ONE OF THE SNOWMOBILES STOPPED AND THE OTHER ONE RAN INTO IT.

467 G0110231A
DATE INCIDENT: 010113
AGE/SEX : 026 / M
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A MAN, AGE 26, STRUCK AND KILLED BY A SNOWMOBILE. HE WAS ONE OF THREE MEN TAKING TURNS DRIVING THE SNOWMOBILE WHEN ONE OF THE OTHER MEN FAILED TO STOP AND STRUCK HIM.
DATE RECV/ISSUE: 010123 / 17
DATE ENTERED : 010205
DISP : DOA
TYPE CONTACT: NEWS CLIP
CITY/STATE : EXCELSIOR TWP., MI
WORK RELATED: N

518 G0120433A
DATE INCIDENT: 010210
AGE/SEX : 040 / F
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A FEMALE, AGE 40, WAS KILLED WHEN HER SNOWMOBILE SLAMMED INTO THREE OTHER MACHINES FROM HER PARTY AFTER THEY'D STOPPED DUE TO MECHANICAL PROBLEMS.
DATE RECV/ISSUE: 010302 / 22
DATE ENTERED : 010314
DISP : DOA
TYPE CONTACT: NEWS CLIP
CITY/STATE : NEWBERRY, MI
WORK RELATED: N
CONFIRMED:
HAZARD: VEHICLE OR MACHINE

525 G0130084A
DATE INCIDENT: 010210
AGE/SEX : 043 / M
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
2ND PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A MALE, AGE 43, GOT OFF HIS SNOWMOBILE WHEN HE WAS HIT BY ANOTHER SNOWMOBILE AND DIED FOLLOWING THE ACCIDENT. A MALE, AGE 39, WAS HOSPITALIZED. SEVERAL PEOPLE WERE SNOWMOBILING AT THE TIME OF INCIDENT.
DATE RECV/ISSUE: 010312 / 24
DATE ENTERED : 010322
DISP : DOA
TYPE CONTACT: NEWS CLIP
CITY/STATE : STRANDQUIST, MN
WORK RELATED: N
CONFIRMED:
HAZARD: VEHICLE OR MACHIN

544 G9930071A
DATE INCIDENT: 990204
AGE/SEX : 020 / M
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A 20 YEAR OLD MALE SUFFERED A BROKEN ANKLE AND ARM, AND A 17 YEAR OLD MALE SUFFERED A BROKEN NOSE DURING A SNOWMOBILE-PEDESTRIAN ACCIDENT ON A LAKE AT NIGHT WITH NO HEADLIGHTS TURN ON.
DATE RECV/ISSUE: 990312 / 24
DATE ENTERED : 990325
DISP : TR/REL
TYPE CONTACT: NEWS CLIP
CITY/STATE : BIG DESTROIT LAKE, MN
WORK RELATED: N
CONFIRMED:
HAZARD: VEHICLE OR MACHINERY ACCIDE

10 X0110357A 010126CCC3152
DATE INCIDENT: 000000
AGE/SEX : 007 / M
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A BOY, AGE 7, WAS INJURED ON A RECALLED SNOWMOBILE. NO HELP FROM DEALER OR MANUFACTURER HAS BEEN RECEIVED.
DATE RECV/ISSUE: 010124 / 17
DATE ENTERED : 010205
DISP : UNK
TYPE CONTACT: CONSUMER COMPLAINT
CITY/STATE : ANCHORAGE, AK
WORK RELATED: N
CONFIRMED: Y
HAZARD: VEHICLE OR MACHINE

20 X0131080A
DATE INCIDENT: 010215
AGE/SEX : 041 / M
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A MALE SNOWMOBILE OPERATOR, AGE 41, COLLIDED WITH ANOTHER SNOWMOBILE IN AN OPEN FIELD. CAUSE OF DEATH COMPLETE ATLANTO-OCCIPITAL DISLOCATION WITH TRANSECTION OF SPINAL CORD. 01-0185.
DATE RECV/ISSUE: 010306 / 23
DATE ENTERED : 010316
DISP : DOA,
TYPE CONTACT: MECAP
CITY/STATE : HARRISBURG, NY
WORK RELATED: N
CONFIRMED:
HAZARD: VEHICLE OR MACHINERY ACCIDE

36 X0132106A
DATE INCIDENT: 010411
AGE/SEX : 031 / M
1ST PRODUCT : 1290 SNOWMOBILES (ACTIVITY, APPAREL OR EQUI
NARRATIVE : A MALE SNOWMOBILER, AGE 31, DIED AFTER BEING BURIED FOR SEVERAL HOURS BY AN AVALANHCE. HE WAS NOT WEARING A BEACON. HE WAS WITH THREE OTHER SNOWMOBILERS.
DATE RECV/ISSUE: 010514 / 33
DATE ENTERED : 010530
DISP : DOA
TYPE CONTACT: OTHER
CITY/STATE : MOUNT BAKER, WA
WORK RELATED: N
CONFIRMED:
HAZARD: STRUCK BY FALLING OR THROWN

COMMITTEE *Correspondence*

Oct 16, 2001

Al Lakosky/ Michelle Robillard
Snow Glow Inc.
312 2nd Ave. North
Virginia, MN 55792

Al and Michelle,

Thank you for your interest in snowmobile safety. The committee has reviewed your position and other similar systems. We have found no statistical support for standards writing on this issue.

SAE Snowmobile Committee,

Bruce Enderle
Chairman

SAE 2.

October 29, 2001

BOMBARDIER
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Al Lakosky, President
Snow Glow Inc
312 2nd Ave North
Virginia, MN
55792

EMERGENCY FLASHER SYSTEM BY SNOW GLOW INC.

Dear Al,

Thank you for demonstrating your interest in the sport of snowmobiling.

We tested the "Emergency Flasher System" kit during winter 2000 on a Grand Touring 600 model year 2000. The snowmobile totaled around 4500 km during the season. Many different operators made use of the snowmobile during this period.

Test results are enclosed in the following addendum in which we have listed several concerns related to the system, its installation and its usage.

We found no evidence that would support the use of such "Emergency Flasher System" and therefore, we regret to inform you that we are not interested and that we will not pursue the evaluation.

Sincerely yours,

Guy Hétu
Project Leader

Cc: Michel Baril
Bernard Guy

Addendum

Kit

Snow Glow Inc supplied Bombardier Inc. an "Emergency Flasher System" kit. There was no instruction sheet for installation of the system for Ski-Doo products. The instructions supplied were for Polaris snowmobiles.

We installed the system to the best of our knowledge as well as using the instructions written for the Polaris application.

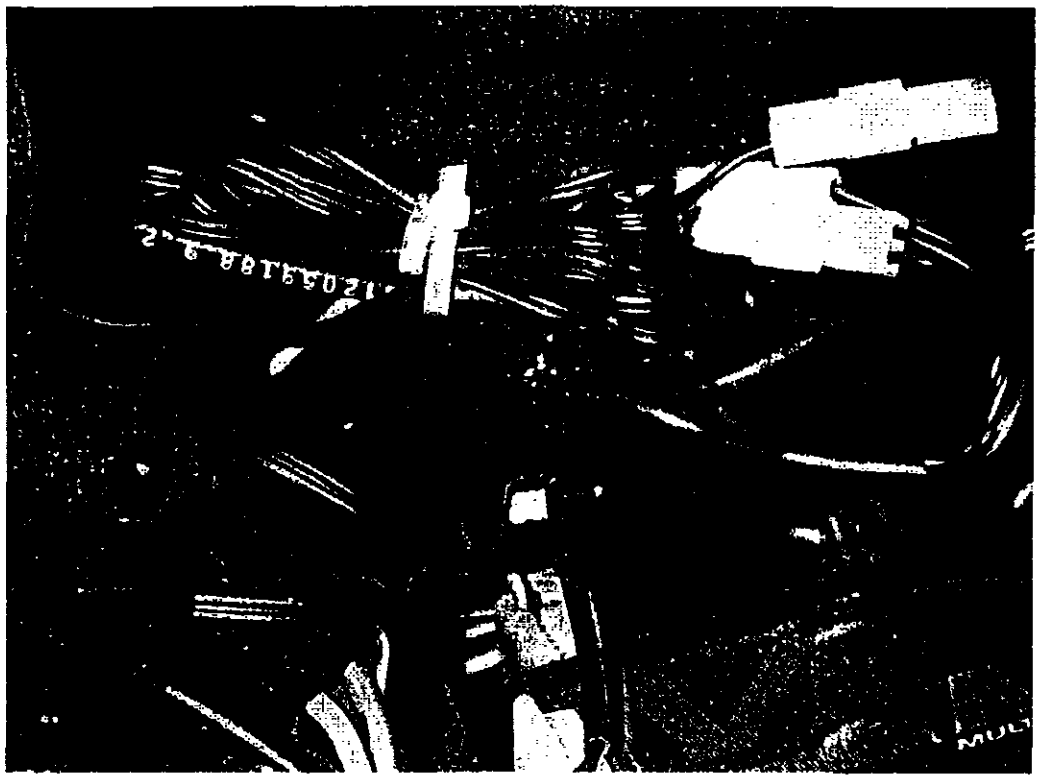
The kit components were:

1	Lithium Battery Pack
1	Toggle Switch Harness with Toggle Nut
1	Black Toggle Boot
1	Indicator LED Harness
1	10mm Laser Bright, Red Led
1	10mm Laser Bright, Yellow Led
2	Short Coarse Thread Self Tapping Screws
2	3" Screws
2	1.5" Screws
3	Nuts
10	Tie Wraps

Installation

Wiring installation to the front headlight and to the rear tail lamp took about 5 hours due to the fact that we had to disassemble many components to run the electrical wiring such as: Air Box, Seat, Console, Wiring Harness, etc.

We installed the "Lithium Battery Pack" on the air box in order to have better access.



The "Toggle Switch" and Led indicator were installed on the right side of the console.

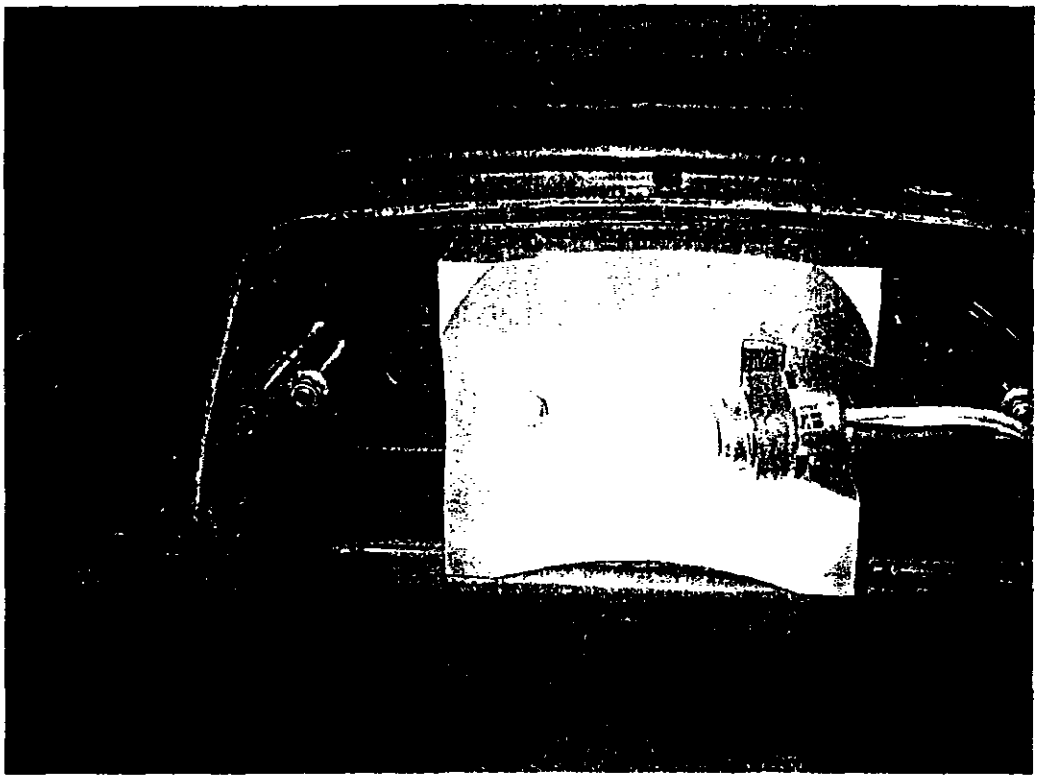
SnowGlow Comment:

Fact: The Polaris instructions supplied to all manufacturers are a simplified (less detail and technical) than SnowGlow Hazard Light Instructions. The Polaris Corporation modified these instructions for customer ease of installation easily applied to all snowmobiles.

Repeated emphasis on installation instruction:

* Every tail light lens has reflectors usually built into each side of the lens. NEVER mount the LED behind the reflectorized areas!
* Protrude LED and molding through the headlight at the same angle as lightbulb. Make sure the LED is aimed properly!

We used our best judgement to position the "Laser Bright Light Red Led" which was installed across the rear tail lamp.

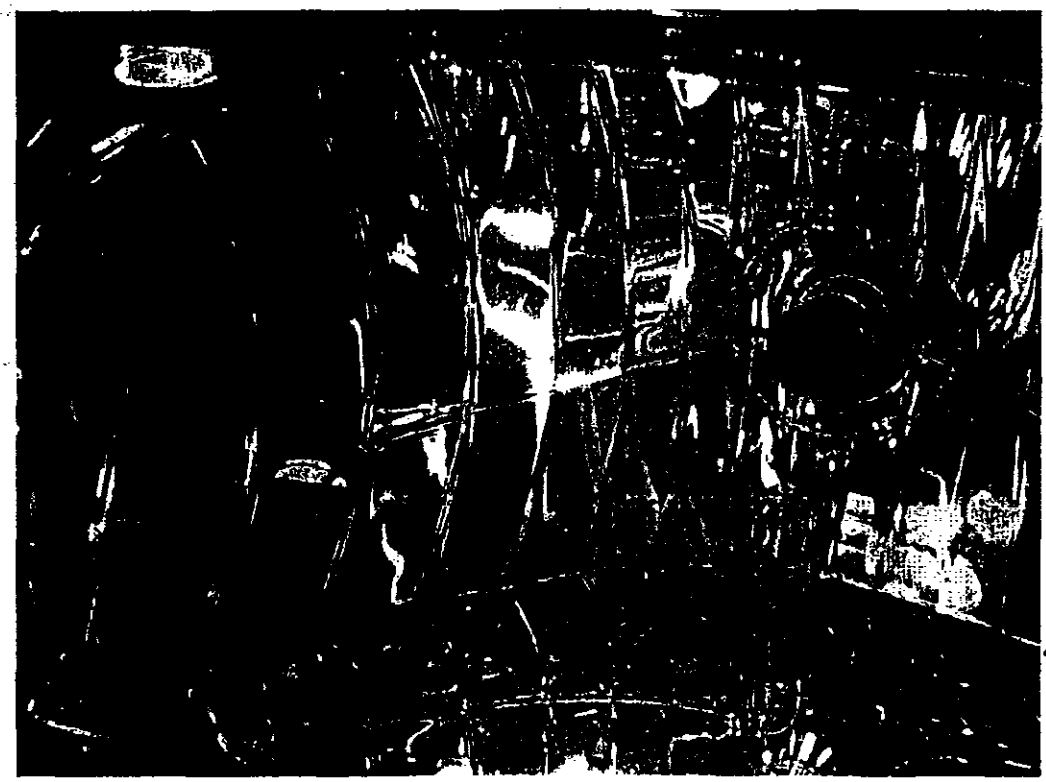


Snowglow comment:

Improper installation - both front and rear LED's must be positioned so that the emitted "beam" of light projects STRAIGHT OUT of both the tail light and head lamp to achieve maximum effectiveness

EG: If one were to use a flashlight to signal another person 50 yards away, would one point the beam toward the person or 90 degrees to the right or left? UP or down? Both the rear and front LED installation by Bombardier. Inc. are good examples of this and the photos of install would be valuable in depicting "how NOT TO" install the lighting system. - The comments of the time and challenge of dismantling a snowmobile TO install this is good reason it should be done by factory!

Concerning the "Laser Bright Yellow Led" we installed this component on the lower flat surface in the center widthwise, and as close as possible to the front headlight reflectors.



LED installed pointing straight up!

Test

The kit was used on a Grand Touring 600 snowmobile, 2000-model year. The snowmobile totaled around 4500 km during the season. Many different operators made use of the snowmobile during this period.

Results

During the winter season, there was an intermittent drop in lighting intensity by about half of its original value. We were unable to determine the cause.

It should be noted that the wiring does not respect our Engineering Standard with respect to insulation, abrasion, etc.

Moreover, we do not recommend modifying or altering components neither in the front headlight nor in the rear tail lamp due to the fact that both these components are built to meet strict SAE standards according to SSCC and CMVSS 1201. The LED contained in these components creates an obstruction than may have an effect with respect to lighting reflectivity.

System evaluation

Many people were able to evaluate the system from many distances and relative positions. Detection of the red LED in the tail lamp is difficult considering that the colors become confounded with the reflectivity coming from the rear lens reflectors. So, visually the rear lens reflectors alert all approaching vehicles that are equipped with a headlight.

Detection of the yellow LED in the headlight is perceptible at a range of approximately 300 meters. However, the yellow LED becomes no longer visible each time we open the hood – which is frequent in the cases of repair work when the sled is immobilized.

Conclusion

Bombardier Inc. offers a portable light signal 295 500 544. This light signal, sold as an accessory, is designed with multiple functions and possible mounting positions on the snowmobile or elsewhere in the vicinity. We feel that it is a more versatile accessory than the Snow Glow system, which is permanently installed on the snowmobile.

EMERGENCY FLASHER KIT
KIT PN 2872894

POLARIS SALES INC.

Application

Polaris Snowmobiles with a Gen II body style

IMPORTANT: Before you begin, read these instructions and check to be sure all parts and tools are accounted for.

Please retain these installation instructions for future reference and parts ordering information.

The contents of this kit include:

Qty.	Part Description	Part No.
1	Battery Pack	2873028
1	Toggle switch harness with toggle nut	2873031
1	Toggle Boot	
1	Indicator LED harness	2873032
1	10 mm Red LED, Rear	2873030
1	10 mm Yellow LED, Front	2873029
2	Self-tapping screws	
2	Screws, 3"	
2	Screws, 1 1/2"	
2	Nuts	
10	Cable Ties	
1	Instruction	

You will need to supply:

Drill
1/8" Drill Bit
3/16" Drill Bit
7/16" Drill Bit
9/16" Drill Bit
or cutoff tool with conical grinder
Loctite® 243 (Blue)
Black Silicone
25/64" Drill Bit

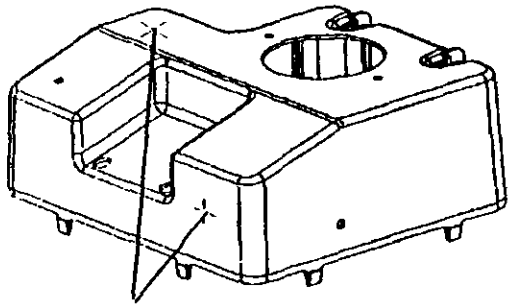
IMPORTANT: Perform all items correctly and completely.

IMPORTANT: Before beginning the installation process, decide where to place the battery, toggle switch, indicator LED and front and rear LEDs so you can plan your wire routing. It will be importantto route it in a way you will have enough wire to make all connections to the lithium battery pack. Once the placement is decided for these components, you may begin the installation.

INSTALLATION INSTRUCTIONS

1. Using the self-tapping screws, mount the battery on to the front or top of the CDI box. **NOTE:** Make certain it is low enough so the battery doesn't wear into the coil wire. **NOTE:** Do not overtighten screws.

IMPORTANT: Always pull the connectors apart at the white plastic connections themselves. Never pull the connectors apart by pulling on the wire.



Battery Mounting Location

2. Decide on a location for the toggle switch. The recommended place for the toggle switch is on the left side of the console next to the key.

3. Drill a 7/16" hole for the toggle switch. NOTE: If necessary, an 1/8" pilot hole can be used.

NOTE: If a tether switch is installed, it may be necessary to find an alternate location for the toggle and/or LED.

4. Push the toggle switch and spacer nut through the hole.

5. Adjust the toggle nut on the switch threads so approximately 1/8" of the threads protrude through the front.

6. Install the toggle boot and tighten the toggle boot nut with a 5/8" wrench while holding the switch body.

7. Decide on a location for the LED. A recommended location is 1" to the right of the key.

8. Drill a 3/16" hole for the LED. Push the LED from the back through the hole until the LED lip is flushing with the back mounting surface. Apply silicone to the back of the LED to bond it in place. **NOTE:** Never push the LEDs through their mounting holes by pushing on the wiring. Make sure you push on the LED body.

9. Run the wires from the toggle switch to the battery pack. The switch will only fit into one connector. Connect the LED to the battery pack. The LED can be plugged into any three of the four "Molex" connectors. Using cable ties, attach any excess wire to secure locations.

IMPORTANT: Never route any of the wiring on or near hot or moving parts.

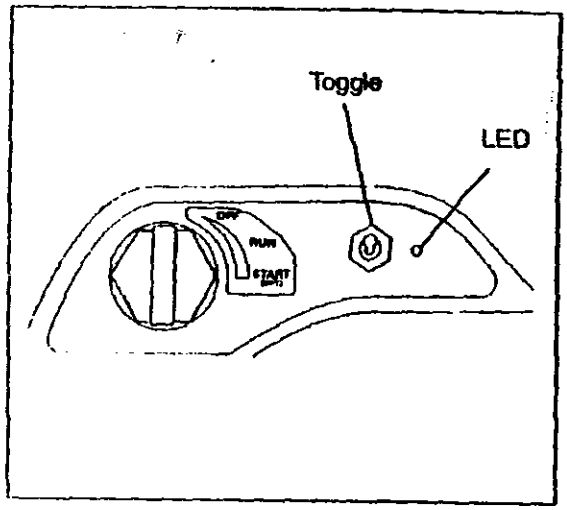
10. Remove the airbox.

11. Remove the bolts holding the seat to the tunnel and remove the seat.

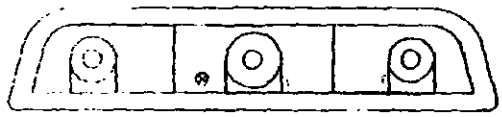
12. Remove the four screws holding the taillight lens to the seat.

13. Measure 1 1/4" from the center bulb and place a mark in the "eight o'clock" position.

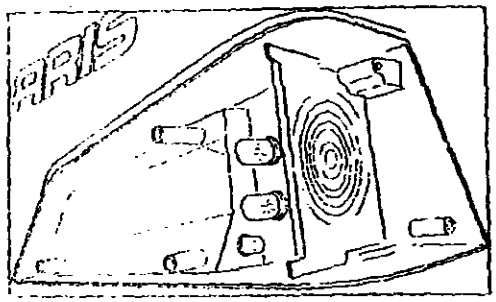
14. Using a 25/64" drill bit, drill a hole from the bulb side of the housing. Push the red LED through the hole by pushing on the body of the LED as in Step 8. Use silicone on the back of the LED to bond it into place. A hole may have to be placed in the seat base to route the wires.



Rear Style Tail Lights

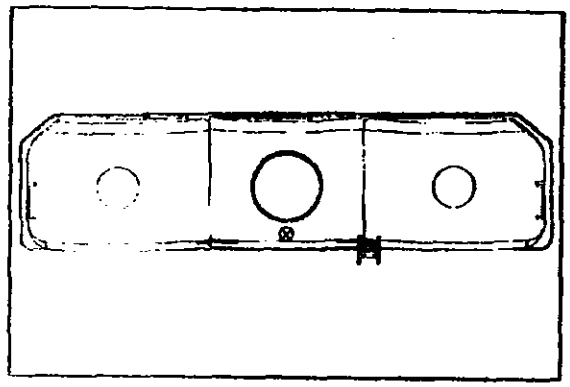


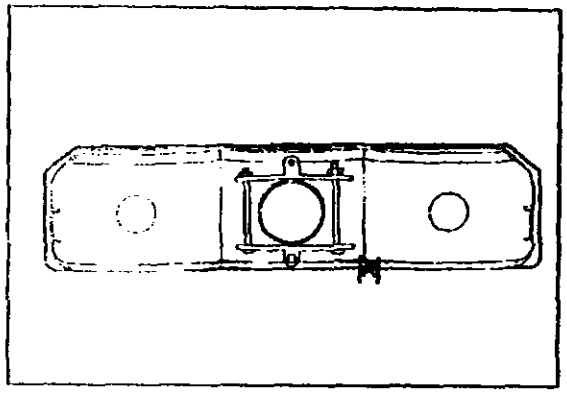
Wrap Around Tail Light



IMPORTANT: Every taillight lens has reflectors usually built into each side of the lens. Never mount the LED behind the reflectorized areas of the taillight lens.

15. Carefully place a cable tie around the LED wiring and the taillight wiring, securing them together.
16. Run the wires along the same route as the taillight wire harness. Using cable ties, secure the LED wire to the taillight wiring.
17. Once the wiring is routed, it can be plugged into the battery pack.
18. Reinstall seat bolts and all taillight nuts and screws in reverse order of removal.
19. Unhook the connectors for the gauges.
20. Remove the windshield and gauge pod. Remove the side markers and pop out the headlight pod.
21. Unhook the speedometer cable from the speedometer.
22. Carefully break the plastic retaining stems that hold the two mounting pieces together. Discard the stems.
23. Using the side of the LED mounting bracket as a template, drill a 1/8" hole underneath the center bulb.
24. Gradually enlarge this hole until it reaches about 9/16". Constantly check the position of the hole with the LED mounting bracket to ensure proper hole placement. The hole should be enlarged enough to allow the LED and part of the molding to protrude through the headlight at the same angle as the lightbulb.





25. Once the correct hole size has been made, remove the burrs on the inside and outside of the hole. Clean the debris out of the headlight area.
26. Grind off the tab on top of the center of the bulb housing.
27. Screw the top and bottom LED mounting bracket together, using the holes closest to the headlight bulb mounting lip. When screwing the two pieces together, make sure the LED is properly aimed (the same angle as the headlight bulb itself). **NOTE:** Do not overtighten the screws or the LED holder can break. When the correct tightness is achieved, there will be a slight inward bow to the brackets.
28. Apply Loctite® 243 (Blue) where the screws meet the nuts. Use black silicone to fill the gaps around the LED holder and the headlight.
29. Reassemble all headlight parts in reverse order of removal.
30. Re-connect the speedometer cable.
31. Route the wiring from the headlight LED back to the remaining lithium battery connector. **NOTE:** The best way to route wires is along the speedometer cable and up the back side of the motor. Reinstall the airbox. Use cable ties to secure any excess wiring. **IMPORTANT:** keep all wires out of the way of exhaust, clutches and moving parts.
32. Plug the front LED wiring connector into the battery pack and cable tie any excess wiring out of the way, making certain the wires will not come in contact with any hot or moving parts.

PN 9915948 Rev 01 11/99
Printed in U.S.A.

Please retain these installation instructions for future reference

"*Snow Glow*®" HAZARD LIGHTING SYSTEM PATENTED

SUPPLEMENTARY INSTALLATION TIPS

BE SURE TO COMPLETELY READING THE ENCLOSED INSTRUCTIONS AND REVIEWING YOUR SNOWMOBILE TO UTILIZE THESE ADDITIONAL OPTIONS FOR GREATER EASE OF INSTALLATION.

INSTALLATION TIP FOR HEADLIGHT: - Once you have honed out the front LED Hole:

With the many differently designed snowmobile headlights, it may be necessary to modify the LED holder. Included is a black PVC tube LED "extender" which may assist you. Modify the LED holder and/or use the modification tube as necessary, cut to desired length and once system is installed, hold the LED in place with a small amount of 5-minute epoxy or hot glue, holding carefully in place until the glue sets. **TIP:** The most important goal is to project the LED light exactly parallel with the high headlight beam. This can be most easily done by bringing your sled onto a concrete surface, start the sled, open the hood and mark on the cement with chalk, the spot where the high beam shines. The yellow LED should be easy to aim, utilizing the chalk mark. **Please remember that only 4 degrees of light is emitted from the 10MM LED's. Only the "tip" of the LED's must protrude through the headlight. This should be followed by sealing the front LED more securely in place with a silicone adhesive. Also, with using our supplied front LED holder, it may be necessary on some headlight castings to eliminate the taper on the light bulb holder by wrapping electrical tape or using our "cut" PVC light extension tube to shim the taper out for more accurate aiming of the LED.

➤➤ OUR NEWEST & EASIEST INSTALLATION ... WITH EVEN BETTER RESULTS:

For Maximum Brightness and Increased Visibility excellent results have been achieved by mounting the front LED "on dash" with a hole through the windshield itself, again, lining up the angle of the LED with the angle of the high beam lamp with headlight adjusted properly (see Figure 1 inside & outside). **NOTE:** Maximum visibility may also be obtained by carefully drilling a mounting hole for the rear red LED through the taillight lens itself (see Figure 2). The strength and durability of these LED's exceed that of the windshield and tail lens in any situation. Use whatever method is most comfortable and cosmetically appealing to you.

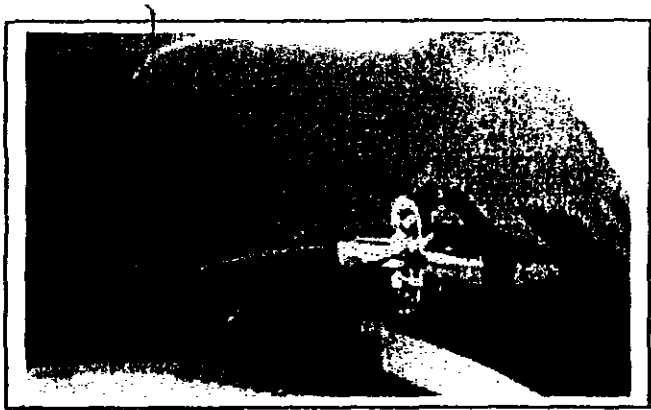


Figure 1 Inside of Windshield

Figure 1 Outside of Windshield

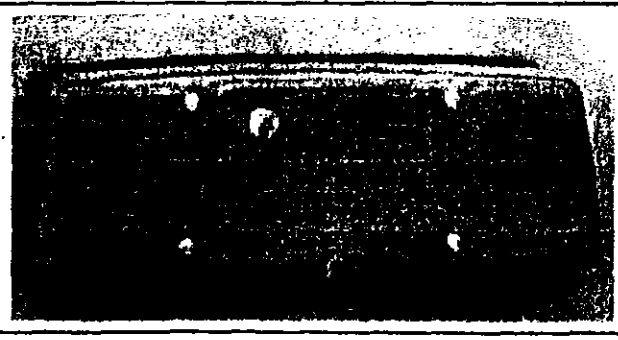


Figure 2 LED protruding through lens

Please retain these installation instructions for future reference

"Snow Glow®" HAZARD LIGHTING SYSTEM

By SNOW GLOW®, INC.

312 2nd Ave North Virginia, MN 55792 • 218-749-4829 FAX 218-749-6909

http://www.snowglow.com snowglow@rangenet.com

PATENTED

Installation Instructions

Thank you for purchasing the *"Snow Glow®"* Hazard Lighting System. We have made every effort to ensure high quality, long lasting, custom lighting for your Snowmobile. If you should need any assistance, please feel free to contact us at (218) 749-4829.

Your *"Snow Glow®"* Hazard Lighting System is made with pride in the U.S.A.

Please read all of the following instructions before attempting to install your *"Snow Glow®"* kit. If you do not feel comfortable installing your kit after reading all of the instructions, please leave your installation to a qualified Snowmobile dealer or shop.

Your *"Snow Glow®"* Hazard Lighting Kit includes the following:

- 1 Lithium Battery Pack
- 1 toggle switch harness with toggle nut
- 1 black toggle boot
- 1 indicator LED harness
- 1 10 MM "Laser bright" red LED
- 1 10 MM "Laser bright" yellow LED with plastic mounting device
- 2 short coarse thread self-tapping screws
- 2 – 3" screws
- 2 – 1½" screws
- 2 nuts
- 10 tie wraps

Tools needed for installation:

- Portable Drill
- 1/8" drill for pilot hole in front and rear LEDs
- 3/16" drill for dash indicator LED
- 7/16" drill for toggle switch
- 25/64" drill for rear red LED
- 9/16" drill or air assisted cutoff tool with conical grinder for front yellow LED hole

Step 1. Open up your lighting package, lift up the cowl of the snowmobile and lay out all of the *"Snow Glow®"* components. This will help you decide where to place the battery, toggle switch, indicator LED, and front and rear LEDs, to make sure that the kit wiring is routed in a matter that you will have enough wire length to make all connections to the lithium battery pack. Once these mounting areas have been decided, you may begin the installation.

Step 2. Mounting the battery. The lithium battery pack will give you excellent cold weather battery performance and will run about 60 hours without needing replacement. The battery also has a shelf life of 10 years. Most mountings of the lithium battery pack will be on the side of the air box. The four connectors on the battery pack allow for easy removal of the air box and battery pack together. Find an area allowing ample clearance for mounting the battery pack. Mount the battery utilizing the provided two short self-tapping, pointed screws. **(See Fig.1) NOTE: DO NOT OVER TIGHTEN SCREWS.** Snug screws will hold the battery pack securely. **NOTE:** The connectors on the battery pack are easily pulled apart for routing of the components and replacing the battery pack. ***ALWAYS PULL THE CONNECTORS APART AT THE WHITE PLASTIC CONNECTIONS THEMSELVES. NEVER PULL THE CONNECTORS APART BY PULLING ON THE WIRING.***

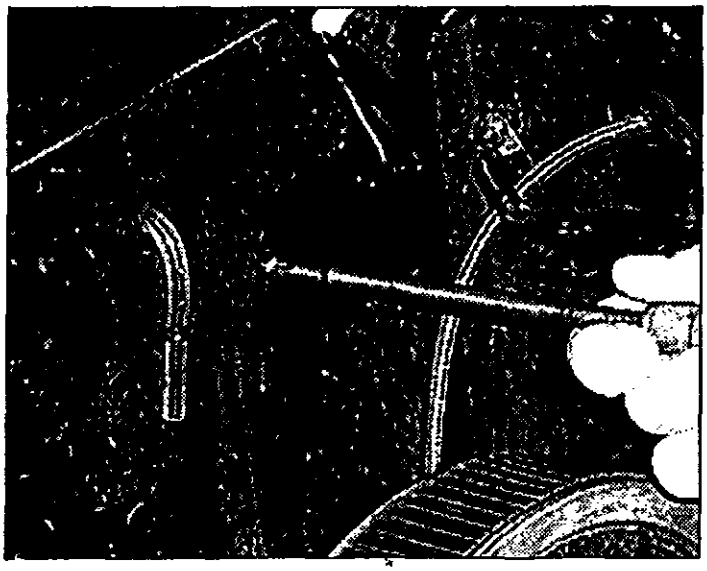


Figure 1

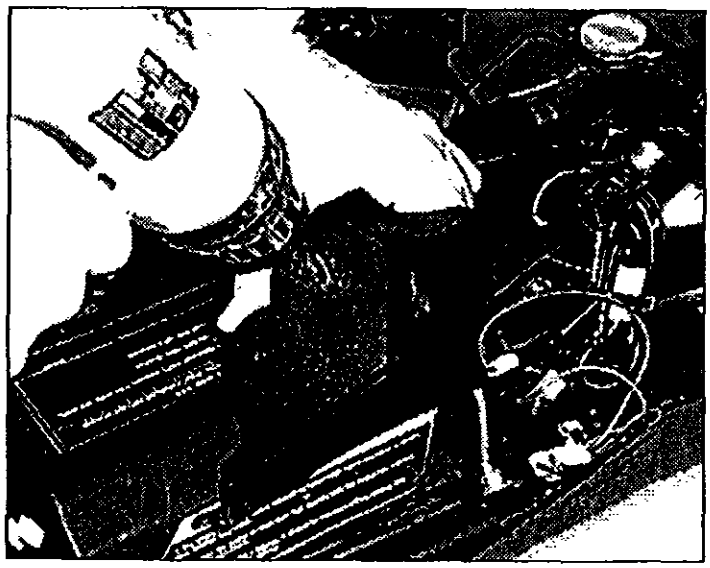


Figure 2

Step 3. Mounting the toggle switch and the indicator LED. Choose a location where there is ample space behind and to the front of where the toggle switch and indicator LED are to be mounted. The indicator LED is best mounted about 1" down from the center of the toggle switch. Mark the spot to be drilled for the toggle switch. Wearing safety glasses, carefully drill a 7/16" hole (a 1/8" pilot hole may be used) **(Fig.2).** Push the toggle switch with supplied spacer nut through the hole. Mount the toggle switch by adjusting the toggle nut on the switch threads so that about 1/8" of the toggle threads protrude through the front. The supplied toggle boot can now be installed and the nut on the toggle boot can be tightened with a 5/8" wrench while holding the switch body. **(Fig.3)**

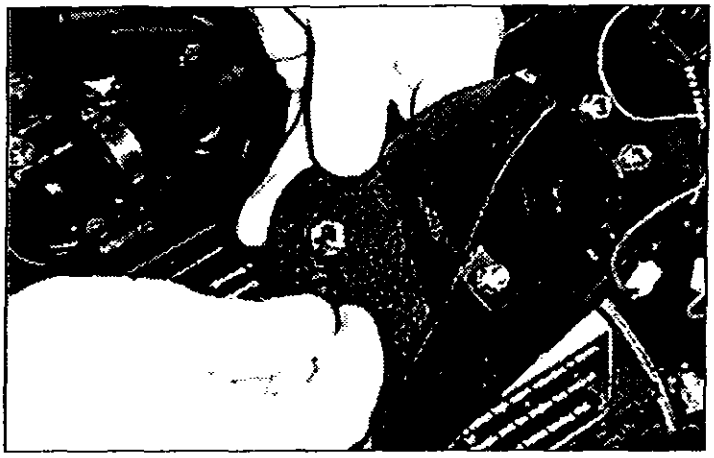


Figure 3

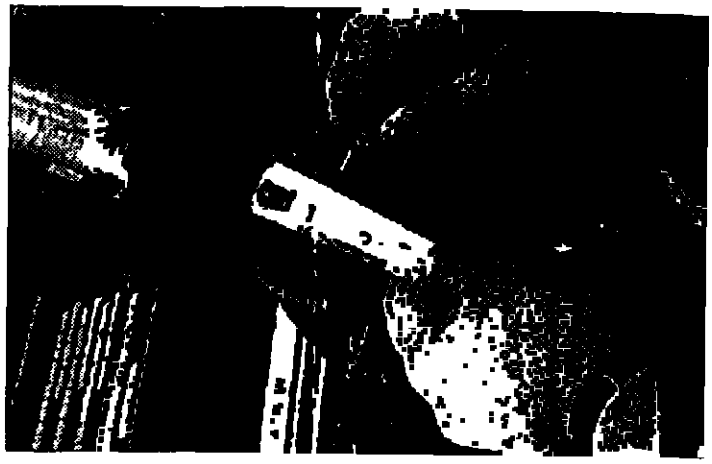


Figure 4

NOTE: Shown is an EFI model (if you have a choke in this location, you can use the circular molded area to the left). Measure approximately 1" down from the center of the toggle switch and make a mark. Carefully drill this hole out with a 3/16" drill **(Fig.4)**. Take the small indicator LED and push it from the back through the hole until the LED lip is flush with the back mounting surface. **NOTE: MAKE SURE THAT YOU PUSH THE LED THROUGH THE HOLE BY PUSHING ON THE LED BODY ITSELF. NEVER PUSH THE LEDs THROUGH THEIR MOUNTING HOLES BY PUSHING THE WIRING (Fig.5).** Silicone can be applied to the back of the LED to bond it in place if so desired.

You can now run the wires from the toggle switch to the battery pack. Note that the LED can be plugged into any three of the four "Molex" connectors. The toggle switch has only one connector that it is compatible to. Snap these connectors together and cable tie any excess wire to a secure location.

NOTE: NEVER ROUTE ANY OF THE WIRING ON OR NEAR HOT OR MOVING PARTS.

Figure 5

Step 4. Mounting the rear red LED.
NOTE: EVERY TAILLIGHT LENS HAS REFLECTORS USUALLY BUILT INTO EACH SIDE OF THE LENS. NEVER MOUNT THE LED BEHIND THE REFLECTORIZED AREAS OF THE TAILLIGHT LENS. (Fig.9)

Unscrew the screws holding the taillight in place. Then, reach inside the seats luggage compartment and unscrew the two nuts holding the taillight body to the seat. Carefully pull it out just far enough to drill it from the back. **(Fig.6)** Make a mark on the back of the taillight plate, about 1 1/4" from the center of the taillight in approximately the "eight o'clock" position from the center. Make sure this spot is flat with no plastic uneven protrusions. The rear LED should aim as straight as possible out of the rear taillight lens. Drill a 25/64" hole through this spot and push the red LED through the hole by pushing the body of the LED. **(Fig.7) AGAIN, NEVER PUSH THE LEDs BY THEIR WIRES.**

Figure 6

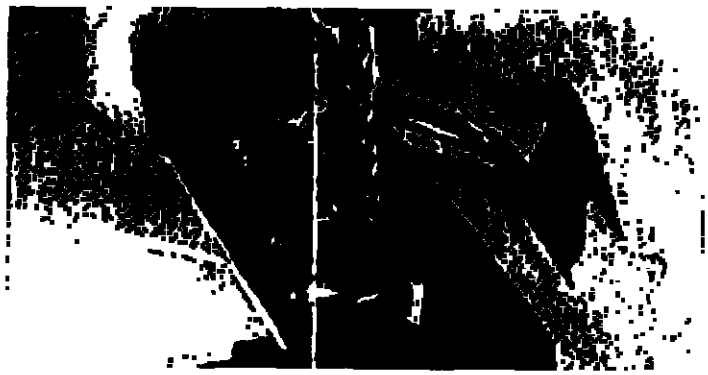


Figure 7

Once the rear LED is pushed through the back till the lip is flush with the back, carefully place a cable tie around the LED wiring and the tail-light wiring, securing them together. **(Fig.8)** You may use silicone on the back of the LED to bond it into place.

Figure 8

Figure 9

Undo the two bolts under the tunnel that hold the seat down. Carefully prop the seat up far enough to work underneath it. Route the LED wire through the seat compartment along with the taillight wiring and cable tie the LED wire to the taillight wire wherever possible. **(Fig.10)** Run the LED wiring under the seat and out toward the battery pack side of the seat. The remaining wire can be tucked under or along the fuel tank. This wiring can now be routed and plugged into the lithium battery pack. Excess wire should be cable tied and tucked away neatly. Reinstall seat bolts and all taillight nuts and screws in reverse order of removal.

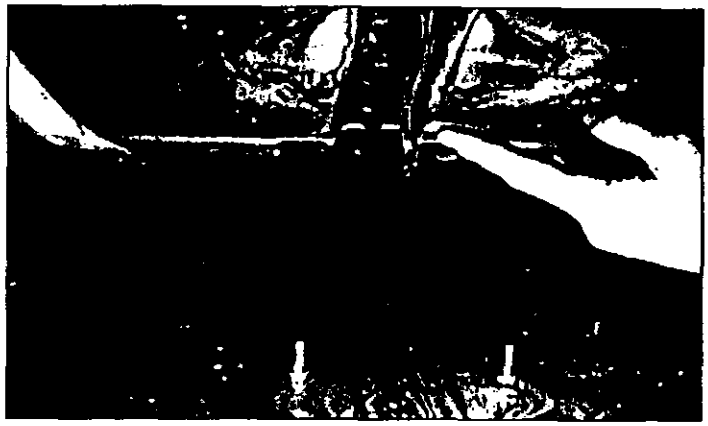


Figure 10

IMPORTANT NOTICE: If your snowmobile has a triple bezel taillight with three light bulbs, it will be more advantageous for you to utilize the enclosed LED snap ring self-adhesive holder. Drill a 7/16" hole alongside the center bulb and push the red rear 10mm LED assembly through the hole from behind the seat. Next, snap the LED holder to the first lock tab position. Push the LED through the holder, remove adhesive protectant tape and apply to the flat recess on the bottom of the taillight, again, avoiding reflectors and stock light bulbs. (Make certain that mounting surface is warm and clean.) **The more the front and rear *10mm LED's point parallel to the stock lamps, the further the* Hazard Lighting will project.**

Step 5. Mounting the front yellow LED. The LEDs must be properly "aimed" through the headlight and taillight to give the light from the LEDs maximum visible distance. (over 1 mile). Mounting the front LED requires the utmost attention to installation instructions as the hole for the LED must be precisely placed. Remove the headlight assembly by carefully twisting the light bulb bases after the lights have cooled, removing the light bulbs.

(NEVER TOUCH HALOGEN BULBS WITH THE FINGERS).
If contact accidentally occurs, wipe the halogen bulb with isopropyl alcohol and a clean cloth.

Unhook the speedometer cable from the speedometer. Lift the spring up on the headlight adjusting screw, and, using a marker, mark the threads so you can easily get the headlight back to adjustment after it is taken out. Remove the headlight assembly by taking the adjusting screw and spring all the way out. Rotate the headlight around so that the top is facing to the back. Slide the headlight to the left and slip it out of the right side bracket. The headlight can then be slid out to the right and removed. Lay out the front LED and its housing. Carefully break the plastic retaining stems that hold the two mounting pieces together and discard them. Which style headlight you have will dictate which length screws and holes will be used to mount the front LED holder to the headlamp base. The side of the LED mounting bracket without the LED in it is designed to be used as a drill guide to start the hole through the back of the headlight to mount the LED.

On triple beam lights, it is recommended to drill the hole underneath the middle bulb. (On a single bulb headlight the hole must be drilled to the right or the left of the bulb, using the longer screws and farthest spread holes). Holding the drill guide tightly against the center bulb molded lip, center the drill hole guide directly underneath the middle headlight hole and carefully drill a 1/8" hole through the drill guide and through the back of the headlight plastic. **(Fig.11)** Gradually enlarge this hole until it reaches about 9/16", constantly checking the position of the hole with the LED mounting bracket to ensure proper hole placement. The hole should be enlarged enough to allow the LED and part of the molding to protrude through the headlight at the same angle as the light bulb. Enlarging and fitting the hole can be done with several different tools, e.g.; a dremel tool, a hand drill and step drill bit to 9/16" or an air die grinder with conical grinding stones.

NOTE: WEAR EYE PROTECTION DURING THIS STEP. (Fig.12) Once the correct size hole has been made, carefully remove the burrs on the inside and outside of the hole (this can be carefully done with a small knife). Compressed air works well to blow chips from drilling out of the headlight area. **AGAIN, WEARING EYE PROTECTION.**

Figure 11

Figure 12

Once these steps have been completed, the top and bottom of the LED-mounting bracket can be screwed together, using the holes closest to the headlight bulb mounting lip. Screw the two pieces together, making sure that the LED is aimed properly (the same angle as the headlight bulb itself). Screws should be screwed into the molding pieces evenly, being careful not to over tighten or the LED holder can break. Correct tightness of the screws is so that the LED molding pieces have a slight inward bow to them. Locktite can now be applied to where the screws meet the nuts. Black silicone can also be used to fill the gaps around the LED/ holder and the headlight. **(Fig.13)**

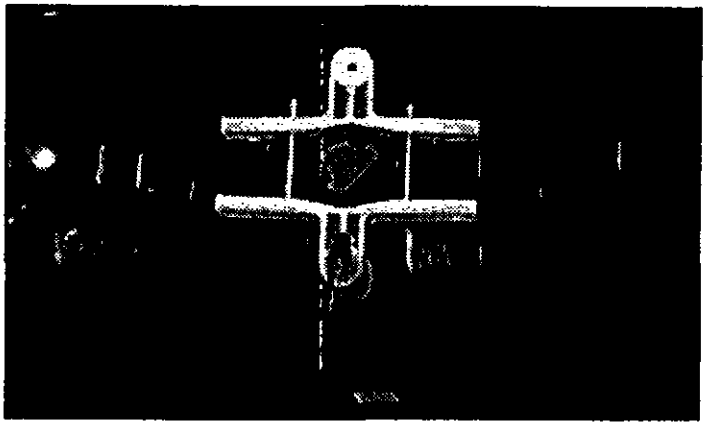


Figure 13

Reassemble all headlight parts in reverse order of removal. Re-connect the speedometer cable. The wiring from the headlight LED can now be routed back to the remaining lithium battery connector. The best route is to follow the speedometer cable back to the battery pack using cable ties to secure the wires to the speedometer cable and to keep the wires out of the way of the exhaust, clutches, moving parts, etc. (removal of the drive belt may assist in the routing of the wiring). Plug the front LED wiring connector into the battery pack and cable tie any excess wiring out of the way, again avoiding hot and moving parts.

You should now have a fully operational safety flasher system whenever you stop at night on the trail or lake, making night riding much safer. Your lithium battery pack will last for many hours of average stopping, however, it should be considered a wear item and therefore be replaced each season for maximum protection. When it is time for a battery replacement, contact your local dealer or Snow Glow, Inc.

"Snow Glow®" HAZARD LIGHTING SYSTEM WARRANTY POLICY

Snow Glow, Inc., offers a one-year warranty against manufacturer defects in your "Snow Glow®" Hazard Lighting System. This warranty does not cover batteries or parts damaged or broken due to impact, improper installation, or damage caused in shipping. In case of damage caused in shipping, contact your carrier to report a damage claim and arrange for a pick-up. Return entire kit in original shipping container to carrier.

Thank you for purchasing our Snow Glow® Inc products! All our products are made with pride in the USA!

Snow Glow®, Inc 312 2nd Ave North Virginia, MN 55792

218-749-4829 Phone 218-749-6909 FAX snowglow@rangenet.com http://www.snowglow.com

SNOW GLOW® INC.

Manufacturers of Specialized Lighting Systems

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snowglow@rangenet.com http://www.snowglow.com

December 1, 2001

ATTENTION ALL STATE & INTERNATIONAL SNOWMOBILE ASSOCIATIONS:
This is a formal request for your immediate attention and assistance.

All State Snowmobile Associations and their Boards of Directors are being asked to submit a letter to the Snowmobile Manufacturers which declares support for All Future Snowmobiles to be equipped with a built-in Emergency Hazard Lighting System, or at least the option on any new sled. This support will eliminate the need for mandatory standards or governmental intervention regarding the safety of snowmobiling.

YOUR RESPONSE IS NEEDED BY MARCH 30, 2002 for its inclusion with additional reports and information being prepared for upcoming meetings with the Snowmobile Manufacturers, related industry organizations, State and Federal Government Representatives and other Safety and Transportation agencies. The action you take will effect the future of Snowmobiling.

All of us who snowmobile realize a serious deficiency of a snowmobile is the ability to be seen in dark scenarios - anytime the snowmobile engine is stopped, whether choosing to park or due to mechanical failure. In 1997, Snow Glow was asked to develop a solution for this growing concern by an employee of one of the Snowmobile Manufacturers. As a result, a Hazard Lighting System was designed with its **purpose** to conveniently assist snowmobilers with a built-in emergency flasher, a warning light just like an automobile, which weighs less than 1/2lb and is powered by its own energy source. The **goal** of Hazard Lighting is simply to help reduce the number of accidents, injuries and deaths which occur each year, as well as locating those lost or broken down.

The number of registered snowmobiles is growing every year! (MN 1990=190,350 Nov 2001=339,769) In comparison, the number and miles of trails and other accessible lands has not grown proportionately, and in some cases has been reduced or closed, which means more sleds on existing lakes and trails. Findings on an Internet survey we are conducting (examples enclosed) show the majority of snowmobilers ride 10–50% at night, with the next largest group riding over 50% at night. These facts alone illustrate the probable increase and risk of incidents/accidents that will happen. With your help and influence, we will accomplish our goal and prevent or reduce that number with the convenience and proven effectiveness of Hazard Lighting as OEM, original equipment manufactured on all future production snowmobiles.

The system which Al Lakosky, President of Snow Glow, Inc has created, description enclosed, is the first of its kind for snowmobiles and at first seemed to be well accepted by all the manufacturers. Recently, we have come to a "stalemate" with the big Four Manufacturers who now say there are not enough statistics to prove the need and also that there is no desire of snowmobilers for additional lighting. They say flashlights work and can be carried out by riders. We say that still leaves the sled in the dark. They say strobe lights are good and you can hang them high up in trees for better visibility. We say there may not always be trees close by, or what if you are hurt and cannot climb a tree, or what happens when the short life of a battery runs out, what then? We have heard reflectors and reflective clothing are enough. Then why do we have flashing lights on our autos, buses, and road construction zones? And if there is no need or concern to warrant hazard lighting, then why does EVERYONE run back to start their machine when they hear other sleds coming!

We agree people should carry supplemental lighting and wear appropriate apparel. That's not the issue. The issue is the need to prove to the manufacturers themselves, why hazard lighting is necessary and a valuable addition to new snowmobiles, rather than the fact that there is no good reason why not! In our continuing efforts, we are writing to all the Snowmobile Associations for your support. It was the recommendation of our State DNR (Department of Natural Resources) that we access all State Associations Legislative and Safety committees for help, and if necessary, request assistance with legislation which would require all future production snowmobiles are equipped with hazard lighting. A united message by snowmobilers will be a powerful message to the manufacturers for the good of us all! A legislative process had begun two years ago and was halted by the manufacturers lobbyists/lawyers who told lawmakers that they were and will continue to work with us toward this goal and there was no need government intervention.

Well, two years have passed and one of our last conversations with a representative of the snowmobile industry said " unless the SAE (Society of Automotive Engineers) increases the standards for lighting, we have no intention to add them." I contacted the SAE Snowmobile Committee Chair, a Yamaha employee, who said the SAE develops standards based on scientific fact and statistics, and according to him, "DNR reports and/or Consumer Products Safety Commission reports do not indicate a need, so we must prove it" To do this, we spoke to the DNR who stated that if these are the statistics they use, they are insufficient because a majority of accidents go unreported. The Consumer Products Safety Commission sent me a 4 inch thick file of accidents, many of which could have been prevented. (Examples enclosed) We also created a snowmobile survey on the Internet, at our website, which reflects a diverse response from around the world. We have been told by this chairman that "the survey is meaningless because these are not DNR or Federal reports."

Snow Glow believes that neither you nor I want or need any more laws or standards ruling our lives and taking away our freedoms. There is no reason for that to be the way to improve snowmobile lighting for the benefit of all snowmobilers!! Should safety be an option? A hazard lighting system built-in to our sleds is a simple and convenient safety feature which will assist every snowmobiler, the one parked and the one rolling by.

The voice of your Snowmobile Association will make a difference. ***Please, send your letter of Support for Hazard Lighting as OEM, Original Equipment Manufactured on all future production snowmobiles*** by March 30, 2002, to Snow Glow Inc. 312 2nd Ave N. Virginia, MN 55792 and send a copy to all the Manufacturers: Polaris, Arctic Cat, Yamaha, Bombardier and Fast, and other industry affiliated agencies which should represent your best interests - ISMA (International Snowmobile Manufacturer Association); SSCC (Snowmobile Safety & Certification Committee); SAE (Society of Automotive Engineers); ACSA (American Council of Snowmobile Associations); and CCSO/CCOM (Canadian Council of Snowmobile Organizations). They need to hear from you. Also, go to our website www.snowglow.com for more information and **Please take the Survey**! We believe every snowmobilers voice and life counts! The survey is one way to be heard, your Board action will give added strength. A united snowmobilers campaign expressing the need and desire for the added benefit of Hazard Lighting will eliminate any need for new standards or legislation. Everyone will see the light based on its own good merits.

I will look forward to hearing from you, the board or appropriate committee on this issue. If we can be of more assistance, answer any questions or concerns before or at your meeting, please call and let us know 218-749-4569 (GLOW). Again I really appreciate your time and attention.

Sincerely,

Michelle Robillard, Vice President

p.s. January 13-19, 2002 is proclaimed as International Snowmobile Safety Week by ISMA. A week dedicated to increasing awareness of snowmobile safety and safety training. A week to share activities as snowmobile clubs and individuals that enjoy the fun and recreation of the sport. As snowmobilers ourselves, we at Snow Glow, invite your Snowmobile Association to contribute toward this week and the sport as a whole, by eliminating a snowmobile deficiency and supporting hazard lights.

Sunday, December 9, 2001

Running from the light

BY JOHN MYERS
NEWS TRIBUNE STAFF WRITER

VIRGINIA -- Al Lakosky was walking out of a snowmobile assembly plant one day in 1997 when one of the plant managers stopped him.

Lakosky says the manager asked him to put his vehicle-lighting expertise to work to solve a vexing problem with snowmobiles: When the machine isn't running, most snowmobiles have no lights.

Just six weeks later, Lakosky, founder and owner of Snow Glow Inc. in Virginia, had a prototype hazard light system ready. It used tiny, powerful light-emitting diodes and small, long-life lithium batteries independent of the snowmobile's electrical system.

Mounted inside the headlight and tail light housings on a snowmobile, and activated at the flip of a switch, whether the machine's running or not, the flashers can be seen for a half-mile or more.

Lakosky -- already known in the industry for his accessory lighting expertise -- brought the new system, mounted on a snowmobile, to the manufacturer to test and evaluate, leaving the machine so engineers could check it out.

Four years later, he's still waiting. None of the four major snowmobile companies offers hazard lights, even as an option.

One snowmobile manufacturer says there's simply no demand for a hazard lighting system. Another says the unit doesn't function well. But other snowmobile and safety experts say it's a great idea that should have been thought of years ago to help prevent accidents on the trails.

"The irony is that this was their idea. Now, they won't touch it," Lakosky said.

INDUSTRY: NO DEMAND

For nearly four years, Lakosky -- now joined by his close friend and business partner, Michelle Robillard, also of Virginia -- has been on a mission to convince anyone involved in snowmobiling that the machines need hazard lights just as cars need flashers.

"When you stop, every time you hear another machine coming down the trail, you have to run back to your sled, start the motor and hit your break lights so they see you," Lakosky said.

Lakosky and Robillard have sent their hazard light system to all four of the major snowmobile manufacturers -- Ski-Doo, Yamaha, Arctic Cat and Polaris. They've taken it to meetings of the International Snowmobile Manufacturer's Association. They've taken it to the Society of Automotive Engineers' Snowmobile Committee.

The answer has been, uniformly, "go away," Robillard said.

Repeated efforts by the News Tribune to get comments from officials of the International Snowmobile Manufacturers Association were unsuccessful. Efforts to reach Arctic Cat, Yamaha and Ski-Doo for comment also were unsuccessful.

Polaris Inc. was the only firm to offer the lights as an accessory for consumers to install. Polaris offered the lights in its 2001

accessory catalog but dropped them after one year with no explanation.

Susan Worwa, Polaris public relations manager, said the product was dropped because there was little demand for the lights, marketed as a $99.95 "luxury accessory."

"If there has been a high demand for an accessory, we usually incorporate it into (production)," Worwa said. "But that didn't happen."

Worwa said Polaris hasn't considered installing flashing hazard lights on all its snowmobiles because "no one's stating any need for them."

Lakosky counters that the installation of the system is a bit too complicated for some people to do in their garage. That's why it hasn't been popular as an add-on accessory, he said.

"This was never intended as an after-market product. This should be installed by the manufacturer," Lakosky said. "No one would buy a car and install the flashers as an accessory at home."

Lakosky and Robillard say their unbridled efforts to promote the hazard lights -- some have called them obnoxious -- have cost them business. Arctic Cat, for example, dropped Snow Glow's other accessory lighting products after selling them for several years. Polaris dropped a gas gauge illuminator, citing poor sales, after four years.

"This has cost us a lot financially... But I'm not going to drop it," Lakosky said. "If this were about money for me, I'd be doing something that wasn't so controversial."

GROWING SUPPORT

David Karpik, vice president of the Fast Inc. snowmobile company in Eveleth, said Fast offers the lights on its custom-order Blade snowmobiles. More than 70 percent of Blade buyers pay $99.95 to have Snow Glow hazard lights built into their sled.

"We really love it. It should be offered on every snowmobile made," Karpik said.

But Karpik said the big four snowmobile manufacturers are wary of anything that might increase the cost of their machines.

"I don't quite understand why they've (Snow Glow) struggled so much to get this into the big four. But the big companies really don't want them in," Karpik said.

Karpik and others agree the lights are durable and bright and seem to hold up well in the cold and rough trails. In fact, in July 30 and Aug. 21 letters to Snow Glow this year, Yamaha and Arctic Cat acknowledged the lights' durability and performance. But Arctic Cat said hand-held strobe lights work just as well -- if riders carry them and use them. And neither company ordered any hazard lights.

Bombardier, makers of Ski-Doo, also tested the lights last winter and has been the only source to cite poor performance as a reason not to order them. In an Oct. 29, 2001, letter to Snow Glow, Bombardier officials said there was no evidence the lights worked to promote visibility. Lakosky said the company installed the lights incorrectly, with the LED's pointed up instead of out, and made no effort to correct the mistake.

Kevin Beilke, an avid snowmobiler and managing editor of SnowTech Magazine, an Alexandria, Minn.-based snowmobiling publication, has installed the Snow Glow system on several of his snowmobiles.

"I ride 10,000 miles a year, and I've been doing it for 30 years... and I'll tell you, this is a big issue, being able to see the machines at night when they are stopped," Beilke said. "I think they (Snow Glow) have a beautiful product. I think everyone should have one."

But Beilke said industry officials have been soured by Snow Glow's zealous efforts in 1998 and 2000 to seek state laws requiring hazard lights.

"I think she's (Robillard) a little too aggressive for the guys in this industry," he said. "She's always hounding them. She has a warped sense of reality on how this industry works. Nobody likes mandates."

Beilke compared the issue to motorcycle helmets or seat belts in cars. Many people want the option for safety but don't want their use mandated by government.

Still, "why hazard lights at least aren't an option on new snowmobiles is a very good question. Someone in the industry needs to answer that," Beilke said.

GOVERNMENT ACTION?

Lakosky and Robillard made waves in 1998 and again in 2000 when Iron Range lawmakers adopted their idea of making hazard lights mandatory on new snowmobiles sold in Minnesota. Lawmakers drafted legislation that stalled in 1998, advanced in 2000, but ultimately failed as the bill died in the House.

The legislation did spur the industry to meet with Snow Glow in April 2000 when industry leaders agreed to test the product. But the attention didn't last long.

"We did it (legislation) to get their attention. And it worked. For a while," Robillard said. "But as soon as the bill died, they stopped talking to us. They only took us seriously when the threat of a law was there."

State Rep. Tom Rukavina, DFL-Virginia, said industry lobbyists and lawmakers representing the northwestern Minnesota towns where Polaris and Arctic Cat are made killed the legislation. But Rukavina said he'll push the bill again in 2002 if the industry doesn't act on its own.

"It's hard to pass safety stuff when you have two powerful Minnesota companies (Polaris and Arctic Cat) fighting against us," Rukavina said. "For a couple bucks per machine, they could do a lot to help protect riders. This is a no-brainer for safety... It doesn't have to be Al Lakosky's unit. But it should be something."

In 2000 and 2001, Snow Glow made presentations to the International Snowmobile Manufacturer's Association; the Snowmobile Safety and Certification Committee; and the Society of Automotive Engineers, Snowmobile Committee.

In an Oct. 16 memo, the chairman of the snowmobile committee, a Yamaha employee, said there is "no statistical support" for adopting a new industry standard requiring hazard lights on snowmobiles.

"They said the accident reports don't show a need. But we have a 4-inch thick file of accidents... many at night, when someone ran into the sled, or when snowmobiles were disabled and the rider was hit (standing next to the snowmobile) as a pedestrian," Robillard said. "We have 709 death certificates (from snowmobile accidents) from the Consumer Products Safety Commission from the past few years. Of course, hazard lights wouldn't save all these people. But certainly it would have helped some."

Lakosky and Robillard are taking their quest to Washington. They've enlisted the help of U.S. Rep. Jim Oberstar, D-Minn., and have moved to request action from the federal Consumer Product Safety Commission.

Robillard says industry leaders have said they won't install hazard lights until it's a required industry standard. So she's trying to convince the government to raise the standard.

"We know the commission has jurisdiction over snowmobiles, and we're trying to get them involved," Robillard said. "As we talk to state legislators, most are very receptive. But everyone agrees it would be better if there was a uniform regulation across all states."

Sunday, December 9, 2001

Most accidents in the dark

NEWS TRIBUNE

Each year hundreds of people die and thousands are injured in snowmobile accidents nationwide. Accident statistics show that the majority of those accidents are in low-visibility conditions, often at night.

While many accidents involve alcohol use -- at least 10 of Wisconsin's 26 fatal accidents in 2000-01 involved alcohol -- most are blamed on the snowmobile driver not seeing what he hit, at least not until it was too late to avoid the crash, often because the driver is going too fast for conditions.

In many cases, the object one snowmobiler hits is another snowmobile. According to the Wisconsin Department of Natural Resources, 17 of 26 snowmobile deaths in the 2000-2001 season were during dark hours. Eight of the 26 were a collision with another snowmobile, while four others were hit by cars or trucks.

In Minnesota last year, 377 of the 635 reported accidents happened in the dark, and 123 of those were when one snowmobile hit another, according to Minnesota Department of Natural Resources.

And that's just accidents that are reported. Many law enforcement officials -- including St. Louis County Sheriff Rick Wahlberg -- say many, if not the majority of snowmobile accidents, are never reported.

And, contrary to a popular belief, snowmobiling is not safer than driving a car. In fact, snowmobilers are far more likely to die than automobile drivers. According to the International College of Surgeons, American Medical Association, about one in every 1,500 to 2,500 snowmobilers will die each year -- a level 2.5 to 4 times higher than automobile drivers.

Capt. Jeff Thielen, who heads snowmobile safety for the Minnesota Department of Natural Resources, supports the idea of safety lights to reduce nighttime accidents.

"I think it's a great idea. We've recommended it to our snowmobile safety instructors to put in their courses," Thielen said. "We've had so many accidents where someone is hit standing next to their machine, or where the machine is hit on the trail."

Dick Hermance runs a Tillson, N.Y., company that re-creates accidents, including snowmobile collisions, for legal cases. He often works for insurance companies and even snowmobile manufacturers, and he says warning flashers might save lives.

"Usually (the accident's cause) is the result of several factors... from alcohol to speed. It's usually the driver's fault," Hermance said. "But let's face it -- if you're out on a lake and have hazard lights flashing, even a drunk is going to see you."

NEVER SAW THE GORILLA

It doesn't seem possible, but every year a snowmobiler pulls into the path of a clearly visible automobile or train. Scientists call the phenomenon "inattentional blindness."

A snowmobiler weaves along a twisted, tree-lined trail for 50 uninterrupted miles. His pace may be a little fast, but he's showing tremendous concentration to ride the challenging terrain while scanning the oncoming corners for approaching riders, an unsuspecting deer or a potential trail hazard. He comes to a stop sign for a county road, looks both directions and then crosses right into the path of a motorist.

If he were alive today, he would probably say: "I never saw the car."

How could an accident like this happen? Ask the people who didn't see the woman in the gorilla suit.

SEE WHAT YOU WANT

A phenomenon known as "inattentional blindness" has been the recent focus of scientific studies, and may help explain why drivers of all vehicles (including snowmobiles and ATVs) end up in accidents with other vehicles they "didn't see."

Daniel Simons and Christopher Chabris of Harvard University conducted one such study. In it, subjects watched a video of two teams of three people – one team in white shirts, the other wearing black – passing an ordinary basketball among themselves.

Some subjects were told to count the number of passes by either the black or the white team. Others were told to keep separate mental counts of bounce passes and aerial passes.

During the video, a woman carrying an umbrella walks through the scene of basketball passing. Another version shows a woman in a full gorilla suit walk through the teams. In a third video, the gorilla stops in the middle of the scene, thumps its chest, and walks off.

Amazingly, only 54 percent of the subjects saw the umbrella woman or the gorilla in the first two versions, and just 50 percent saw the gorilla in the third version!

The results confirm the dynamic that affected our snowmobiler above: People concentrating on one task do not see something unrelated because they aren't expecting it.

"The intuition people have is that something different will jump out at them and they will notice it," says Simons. "But their intuition is wrong."

It's no stretch to apply the same thinking to snowmobilers and ATV riders, or to automobile drivers (after negotiating automobile traffic, an ATV or snowmobile in a ditch could be that "something different" the driver doesn't expect, and therefore doesn't see as he/she turns right into a driveway or secondary road, just in front of the rider). Snowmobilers, constantly on the lookout for approaching snowmobiles or potential trail hazards, inadvertently cross railroad tracks, right in front of a train.

Simmons' study seems to offer troubling news for safety-minded riders by suggesting that inattentional blindness is something we're all capable of.

Worse, a study by researchers at Sussex University in England concluded that experienced automobile drivers were actually less likely than inexperienced drivers to look for potential hazards in unexpected locations. The study, which analyzed eye movements of drivers watching video clips of traffic situations, appears to indicate that years of driving train someone to look for the expected, not what is actually there.

THE SOLUTION?

We can all learn a useful lesson from these inattentional blindness studies.

Although being conspicuous is no guarantee that you'll be seen, Simons reports that it may improve your odds. He cites other studies in which subjects were watching black-and-white objects on a screen and an unexpected red object appeared. Although 30 percent did not see the red object, 70 percent did. This suggest that wearing bright clothing that contrasts with the environment you're riding in may help others see you.

And it reinforces the age-old safety mantra: Always expect the unexpected!

Special thanks to American Motorcyclist *magazine and writer Lance Oliver for information contained in this story.*

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P26

SAFETY FIRST

SURVIVING AN ACCIDENT

Following the advice given here and by other publications on safe snowmobile and ATV operation will help prevent riding accidents and complement safe riding habits. While careful planning and smart riding will prevent most accidents, every rider should be prepared to survive an unforseen mishap.

It's a fact that snowmobilers and ATV riders are injured every year in collisions (with trees and/or other riders) and rollovers. Some time you or someone you're riding with could suffer a serious or potentially fatal injury. Being prepared to follow smart first care will speed rescue and improve recovery for the victim(s).

SECURE THE SCENE

If someone in your group is involved in an accident, the first course of action is to make the scene safe. This means warning approaching riders of the accident, and thus not further endangering the victim and care providers.

With the scene secured, quickly determine who is injured and the nature of the accident. Don't assume that someone isn't injured just because they're walking around. Take a quick inventory of the scene by noticing the condition of the vehicle(s), whether the victim was thrown from the vehicle and/or hit an object.

VICTIM STATUS

The next step is to determine the extent of injury to the victim(s). When an accident occurs, broken bones and internal injuries are common but often difficult to immediately diagnose. Assume the victim has sustained serious injuries, then determine if he/she is conscious or not. Does he know who or where he is, or even what happened? Is he complaining of specific pain or injury?

Spinal injuries can occur as a result of an accident, so extra precaution is needed with any accident victim. Helmets should be left on the rider(s) unless the victim isn't breathing or is having difficulty doing so. Support the victim's head and neck in a neutral position to prevent movement. If the helmet must be removed, one person should support the victim's neck while another removes it.

Next, assess the victim's breathing by listening closely. Fast, slow, shallow, noisy or painful breathing are possible signs of internal injury, and should be factored into further care.

GET HELP

After determining the victim's condition, send two or more riders to get help. Remember, rescuers may arrive at intervals requiring more than one guide, and specialized equipment may need to be transported to the accident scene.

When calling for help, report the time and location of the accident and the reporting location, the number of victims, whether or not they're conscious and/or breathing and the nature of their accident and injuries.

If you're not on a trail, you should be thinking of ways to signal arriving rescuers. Waving a bright cloth, your arms, flashing your vehicle's high/low headlight beam and building a fire are all methods to alert others to your location. If you are in such a remote location that air rescue is necessary, you will save valuable time by having someone locate a nearby area for helicopter landing, generally 100 feet in diameter.

CARING FOR THE VICTIM

For those that remain at the accident scene, caring for the victim is the first priority. Support the victim's head and neck in a neutral position until professionals arrive, while you reassure them to stay calm and still. If the person isn't breathing and if trained in mouth-to-mouth rescue breathing, perform (CPR). If the victim has wounds that continue to bleed, try to stop or slow the flow of blood. Keep the victim warm and comfortable by covering them with jackets. If you're in a remote area, build a fire nearby and heat water (if possible) for them to drink.

If the accident involves a victim going through ice and possibly suffering from hypothermia, start their care by removing wet clothing and covering them with a warm space blanket and/or other riders' jackets and sweaters. Seek shelter or build your own "lean-to" using whatever materials are available. Administer warm liquids and high-energy foods as soon as possible.

When help arrives, rescue and law enforcement personnel will take charge of the scene. Follow their directions and assist as needed.

RIDING SURVIVAL KIT

The Occupational Development Center in Thief River Falls, Minn., has developed a winter survival kit for snowmobiles small enough to fit in the seat storage of a snowmobile. The kit contains two votive candles, flashlight, ice gripper, fire starter, kindling, metal cup, Strike-Anywhere matches with waterproof container, space blanket, tissues, hand warmers, two light sticks, a food bag (cocoa, tea, instant coffee, granola bars, chicken broth and stir sticks) and instructions for winter survival. To order such a kit, call (218) 681-4949 ext. 25.

The information presented here is a cooperative effort by: Pine County Area Snowmobile Clubs, the Pine County Sheriff's Department and Pine County Rescue Services, with additional material provided by Katie Klaysmat, Crane Lake Fire Department and the Minnesota Department of Natural Resources.

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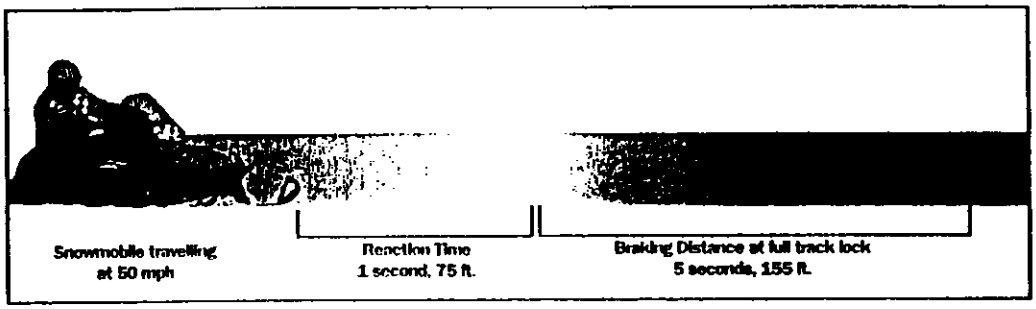
SAFETY FIRST

Snowmobile Stopping Distances:



This illustration shows the distance covered by a snowmobile traveling at 50 mph on hardpack snow. When a rider sees a hazard, it takes about one second for him/her to react, which translates into 75 feet of forward progress. Depending on available traction, a rider will cover about 155 feet (under hard lock) before coming to a stop, for a total of 230 feet of total stopping distance.

Farther Than You Think

Have you ever tried to stop your snowmobile suddenly? Of course you have. And what happened? You probably didn't stop immediately.

Depending on the snow conditions, it may have taken you hundreds of feet before coming to a complete halt. Furthermore, the process of recognizing a reason to stop (i.e., an oncoming snowmobile, trail hazard, stop sign, etc...) and reaching for the brake lever ate up about one very precious second.

How significant is that one second of reaction time? Consider this: At 50 mph, you cover nearly 75 feet per second, so by the time you see a deer jump onto the trail you've gone 75 feet before actually pulling the brake lever.

Determining Distance

Snowmobile stopping distance is affected by several factors, including sled speed, snow conditions, track design and use of traction products. So many variables make it difficult to draw hard conclusions about stopping distances, but that hasn't kept people from trying.

Two years ago, stopping distance tests were conducted at the Minnesota Highway Safety Center in St. Cloud, Minn. With the help of the Minnesota DNR and Arctic Cat—who supplied machines and professional field test drivers—Project Coordinator Bill Ruhr gathered data that supports what common sense already tells us: Stopping distances change dramatically depending on the snow conditions and type of track. Ruhr's studies show conclusively that drinking and riding absolutely don't mix. In fact, even a drink or two severely slows reaction times and affects judgement.

Ruhr shared the results of a February 1998 test in which riders on 1999 Arctic Cat ZL 600 EFI machines with stock .75 in. lug tracks tried braking under different conditions and at different speeds. Using speed guns, video equipment and other scientific tools, Ruhr conducted two runs per test and averaged the results. The actual stopping distances may surprise you.

On hardpack snow at an average speed of 49 mph, it took riders 151.5 feet and 5 seconds to stop. At 33 mph riders didn't stop under hard lock until 85 feet and 4.4 seconds had passed. Remember, too, that the average human response time is .75 seconds, which further delays the stopping distance.

Furthermore, any variable that reduces reaction time—such as night riding, falling snow or fog—must also be added to the mental mix of factors that determine trail speed. When visibility decreases, so should your speeds.

Developing smart riding habits will also improve your ability to react and, ultimately, stop in the shortest distance possible. Look as far down the trail as possible, rather than on the ground immediately in front of your sled. Seeing a hazard before you're on top of it will give you more time to react.

As advances continue to be made in suspensions, engines, brakes and tracks, and snowmobiles ride more comfortably at higher speeds, riders need to be aware of riding conditions, personal ability and machine capabilities at all times. Riding at safe speeds for the conditions can go a long way toward making your snowmobiling experience safer and more enjoyable. ●

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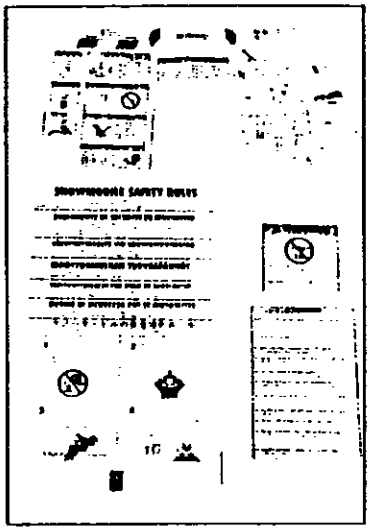
SAFETY FIRST

Words Behind the Warnings

Warning! This is about labels. You know, those decals stuck on various surfaces of your Arctic Cat snowmobile, ATV or Tigershark watercraft. They're called operational/warning messages, and there are good reasons why they decorate your Cat.

These messages fall into two categories: Proper operation of the vehicle; and general mechanical operation and specifications. The operational messages are often referred to as warning labels, and they are designed to supplement the common-sense, safety information contained in the operator's manual supplied with all new Arctic Cat vehicles. The mechanical/operational labels include information like sparkplug type, jetting, clutching, shift patterns and such. The goal is the same for both—to help you, the operator, use the vehicle safely and effectively.

The history of such labels can be traced back to the mid-1960s, when snowmobiles became increasingly popular and more sophisticated. Arctic Cat began using the labels to remind the user of potential danger and give a few operating instructions. As the '60s drew to a close the nation began experiencing a shift toward courts and lawyers to settle "problems" of all kinds, including consumer products.



The warning and operation decals are an important component to Arctic Cat's commitment to operator safety. On top is the decal affixed to all Tigershark watercraft, addressing safe instruction and maritime rules. On the left is the safe-operation hang-tag that is attached to all Arctic Cat snowmobiles, written in English, French, Swedish, Finnish, Norwegian, Italian and Japanese. At right are two warning labels specified by the U.S. CPSC on all ATVs.

With the explosion of lawsuits in the early 1970s came a barrage of warning signs and labels on products like snowmobiles, motorcycles and early ATVs.

Arctic Cat has always played a leadership role in consumer safety. Several years ago, some officials in Canada and several U.S. states pushed the issue of safety, going so far as to demand that no snowmobiles above 440cc could be manufactured. Arctic Cat and many other industry and state associations representing snowmobilers had a meeting, where it became very clear the real safety "problem" was with individual operators.

We have developed warning hang-tags and labels for all of our products that addressed the real issues, like alcohol and proper machine operation.

The initiative shown by Arctic Cat and the rest of the snowmobile industry and state associations kept unreasonable laws and mandates away from the sport. Currently, most of the messages displayed on snowmobiles are at the manufacturer's discretion. Given that the vast majority of snowmobiles are sold in the U.S. and Canada, these labels read in English and French.

Watercraft have one label that's mandated by government, and some by local or state laws. Since Tigershark watercraft are sold over the entire world, English is the single language used on labels, with several other language options available to dealers.

Nearly all of the labels on an Arctic Cat ATV are part of a U.S. federal mandate, which has exact specifications for size, type, color, wording and location of the labels. Arctic Cat has added a couple operational and mechanical labels to supplement the other warning messages.

Are there too many or too few labels on your Arctic Cat? That depends upon who you ask.

There are a couple of different approaches to warning labels. One is the 'Bible on the head of a pin' approach, in which a lot of information is squeezed into a small space.

The other approach is to include the most important information, and to encourage all operators to read the operator's manual where we can cover everything in greater depth. This is the approach taken at Arctic Cat.

Ultimately, these warning and operation labels give one underlying message -- to always use common sense, and to read and understand the operator's manual. ●

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ORGANIZATIONS

American Council of Snowmobile Associations

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State Associations

International Snowmobile Manufacturers Association (ISMA)
is an organization representing the four snowmobile manufacturers, Artic Cat, Bombardier, Polaris and Yamaha. Created in 1995 as a restructuring of the International Snowmobile Industry Association which was dissolved and recreated as ISMA with strong partnerships with CCSO/CCOM and ACSA. ISMA's main function is to provide and encourage policies, programs and activities to improve the sport of snowmobiling throughout the world. ISMA coordinates committees within the industry to handle concerns such as snowmobile safety, the promotion of the sport of snowmobiling, keeping accurate statistics, reporting the growth of the industry and positive economic impact the sport has throughout the word.

American Council of Snowmobile Associations (ACSA)
is a non-profit national (U.S.) association dedicated to providing leadership and advancing the efforts of all snowmobile-affiliated organizations to promote the expansion and education of responsible snowmobiling in the United States. Acts as national coordinator and spokesperson for state volunteer snowmobile associations and snowmobile clubs. ACSA was formed in 1995.

State Associations
Each state in the snowbelt areas of the U.S. has a non-profit state snowmobile association representing the interests of snowmobile users, dealers, and service and supply companies within their state.

Canadian Council of Snowmobile Organizations/Council Canadian des Organisms de Motoneige (CCSO/CCOM)
is a non-profit federation of snowmobiling organizations located within Canada, dedicated to providing leadership and support to organized snowmobiling in Canada. Designed to facilitate effective communication and cooperation among snowmobile organizations, government(s) and industry; unite snowmobilers in Canada to pursue common goals; promote the opportunity to snowmobile in Canada; and to promote safe and environmentally responsible snowmobiling. The CCSO/CCOM was formed in 1974.

Provincial Organizations
each province and territory in Canada has a non-profit snowmobile organization representing snowmobile clubs and users. Membership in most of the provinces is mandatory if users wish to use the trail system within the province. The trails within the provinces are maintained. Designed, developed and controlled by the snowmobile clubs through an arrangement with the province and private land owner.

International Association of Snowmobile Administrators (IASA)
is government employees and paid administrators who coordinate government action pertaining to the snowmobile industry and in particular, manage the safety training programs and the trail systems within the states and provinces.

National Snowmobile Foundation (NSF)
a 501©(3) foundation designed to educate the public about safe snowmobiling and assist snowmobile organizations with fundraising for charity.

Snowmobile Safety and Certification Committee (SSCC)
was formed in 1974. The organization is responsible for the safety certification standards for new snowmobiles manufactured. The members work with 3rd party inspection agencies and engineering groups.

International Snowmobile Council (ISC)
was formed in 1973 and is designed to provide a communication forum and a means of addressing issues that are common from an international perspective. Delegates from ACSA and CCSO/CCOM form the ISC.

International Snowmobile Congress
a four-day event held annually (early June) in North America. All snowmobile representation groups meet, exchange information and address issues and concerns common to the industry.

International Snowmobile Media Council (ISMC)
an organization of media personnel from within the snowmobile industry. They meet at least twice a year and exchange ideas on the snowmobile industry.

International Snowmobile Tourism Council (ISTC)
an organization of tourism bureau representatives from the states, provinces and territories. They meet at least once a year at the International Snowmobile Congress to discuss the importance of the industry to tourism and how they can work cooperatively to expand and promote snowmobiling within the tourism industry.

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What is ISMA?

The International Snowmobile Manufacturers Association (ISMA) is an organization representing the four snowmobile manufacturers.

ISMA functions to provide and encourage policies, programs and activities to improve the sport of snowmobiling throughout the world.

ISMA maintains strong partnerships with the Canadian Council of Snowmobile Organizations (CCSO/CCOM) and the American Council of Snowmobile Associations (ACSA).

ISMA coordinates committees within the industry to handle concerns such as snowmobile safety, the promotion of the sport of snowmobiling, keeping accurate statistics, reporting the growth of the industry and the positive economic impact the sport has throughout the world.

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Snowmobiling Safety

Machine Safety

A comprehensive snowmobile machine safety standards program is sponsored by the Snowmobile Safety and Certification Committee (SSCC), a non-profit organization interested in safe snowmobiling. In 1981, the SSCC received the U.S. National Safety Council's 'Distinguished Service to Safety" Award for its effective work in improving the safety of snowmobiling.

Under the SSCC machine safety standards program, snowmobiles are certified by an independent testing company as being in compliance with all SSCC safety standards.

The SSCC independent certification program covers every vital component of the snowmobile; electrical, lighting and brake systems; alternate starting system; emergency control; brake and throttle controls; fuel system; reflectors; handgrips; seat; shields and guards. The SSCC standard sets maximum permission sound levels of no more than 78dB(A) at 50 feet when the snowmobiling is traveling at full throttle and no more than 73 dB(A) at 50 feet when the snowmobile is traveling at 15 mph.

The SSCC standard exceeds state government standards in all snowbelt states. Under Transport Canada regulations, all new snowmobiles sold in Canada since 1987 are required to meet the current SSCC standards.

The Compliance of a snowmobile with the SSCC standard is indicated by the SSCC's black and white certification label, which is generally placed on the right rear tunnel of the machine. These labels are distributed to the manufacturers only after an independent testing laboratory determines that the model is in compliance with the SSCC standard.

Operator Education

Most provinces and states offer snowmobile operator safety-training programs. Many state and provinces have mandatory training courses for youths and under-age drivers. Programs throughout North America can be obtained by contacting your state or province organization. Through these programs, millions of individuals have received formal safety training.

The International Snowmobile Manufacturers Association, supported by the industry, promotes safe snowmobiling through the **Safe Riders! You Make Snowmobiling Safe** campaign. The international effort outlines safety guidelines that must be observed while snowmobiling. FREE information available for use and distribution in promoting safety and assisting in safety education classes are as follows:

- 22 minute safety video titled **"Safe Riders, You Make Snowmobiling Safe"** - *This video features key safety issues and areas of rider responsibility* explained and presented in an easy to understand fashion.
- ***Safe Riders! Safety Brochures*** - Discusses key areas of snowmobiling safety.
- **Safety Decals**

- **Safe Riders! Posters** - These include a variety of posters such as a logo poster and position posters discussing key issues of the safety campaign (i.e.: alcohol and riding don't mix, always check local ice conditions).
- **Video Public Service Announcements** - Four TV production quality public service announcement videos covering key safety issues within the snowmobile community.
- **Radio Public Service Announcements** - are broadcast ready.
- Additional information is available through the ISMA we site at www.snowmobile.org.

For the past 6 years, the snowmobile community, lead by the snowmobile administrators and state and provincial associations have sponsored the International Snowmobile Safety Week. Working in partnership with the manufacturers, the organizations have published a Safety Week manual that is used to assist clubs and other organizations sponsor safety related activities, classes, and awareness weeks. Most states and provinces have safety week recognized by their chief public policy leaders and proclamations recognizing the importance of snowmobiling and snowmobile safety done annually in conjunction with International Snowmobile Safety Week. Safety Week is historically held the third week in January and manuals are available from the ISMA office free of charge.

Provincial and state safety education programs include classroom instruction and sometimes field instruction. Snowmobile instruction courses are taught by specially trained volunteer teachers. The courses cover the topics of maintenance and machine operation, proper riding positions, proper clothing, terrian, weather and wind conditions, environmental awareness, skill, courtesy, judgment and common sense.

Provincial and state operator training programs are often funded with snowmobile registration fees or user fees.

Clubs and school systems are also engaged in safety education campaigns. More than one million copies of the Snowmobiler's Safety Handbook, published by the Snowmobile Safety and Certification Committee, have been distributed to snowmobile enthusiasts throughout North America.

Sno Pro is a computer-based interactive snowmobile safety tutorial that has been developed by CCSO/CCOM. Information on this program can be obtained by contacting them or any provincial organization.

Trail Safety

Inadequate riding and trail facilities increase the risk of snowmobile safety related incidents. Just a few of the risks include: cable and guide wires, fences, barbed wire, unsafe ice and ice ridges, hidden rocks, tree stumps, low hanging branches and other obstacles. Well designed, signed and maintained trails and riding areas not only provide enjoyable recreational snowmobiling opportunities but have been proven to significantly reduce the likelihood of a snowmobiler being injured. Safe trails and use areas remain a top priority and concern of the snowmobile community.

Statistics indicate that only approximately 10-15% of snowmobile incidents occur on well maintained and designed trails where as much as 80-90% of all snowmobile riding takes place.

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Snowmobile Committee

Scope

The Committee shall develop and maintain SAE Standards, Recommended Practices, and Information Reports related to snowmobiles and their components or systems.

The Committee shall maintain liaison with such groups as the Snowmobile Safety and Certification Committee, Inc. (SSCC), Transport Canada, the Canadian Standards Association (CSA), SAE related committees and other organizations as necessary.

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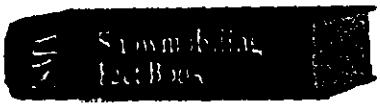

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Snow Facts

There are four major manufacturers that build snowmobiles. They are: Arctic Cat- headquartered in Thief River Falls, MN; Bombardier Inc.-headquartered in Valcourt, Quebec; Polaris Industries- headquartered in Medina, MN; and Yamaha Motor Corporation- headquartered in Cypress, CA.

- In 2001, there were 208,592 snowmobiles sold worldwide; 140,629 were sold in the U.S. and 46,973 were sold in Canada.
- The average suggested retail price of a new snowmobile sold in 2001 was $5,800 (US Funds).
- The number of Licensed Snowmobile Dealers:
  United States - 1570
  Canada - 1081
  Scandinavia - 403
- There are approximately 2.7 million registered snowmobiles in North America.

State/Province	# registered	State/Province	# registered
AK	19508	SD	10000
AZ	n/a	UT	22543
CA	15888	VT	32500
CO	30000	VA	n/a
ID	40000	WA	32247
IL	60000	WI	223665
IN	16877	WY	18571
IA	33600	AB	30252
ME	85680	BC	78064
MA	13000	MB	19407
MI	357033	NB	47242
MN	282153	NF	48735
MT	22653	NS	n/a
NE	1075	NT	236
NH	66000	NU	1098
NY	126041	ON	363737
ND	17470	PE	1413
OH	22331	QC	157220
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- Worldwide snowmobile sales (units) for the last 9 years are :
  1993 - 158,000, 1996 - 252,324, 1999 - 230,887
  1994 - 181,000, 1997 - 255,773, 2000 - 208,297
  1995 - 227,400, 1998 - 257,936, 2001 - 208,592

- The most popular engine size of recently acquired snowmobiles is in the 500-cc range.

- The Economic Impact of Snowmobiling:
  United States - $7 billion annually
  Canada - $3.6 billion annually
  Scandinavia - $1.6 billion annually

- Over 75,000 full time jobs are generated by the snowmobile industry in North America. Those jobs are involved in manufacturing, dealerships and tourism related businesses.

- The average age of a snowmobiler is 42 years old.

- The average annual household income for snowmobilers is $68,000.

- The average snowmobiler rides his/her snowmobile 1,202 miles per year.

- The average snowmobiler has 18 years of experience riding.

- The average snowmobiler spends $4,000 each year on snowmobile-related recreation.

- 75% of snowmobile owners are married. The average snowmobile family has 0.8 children living in the home with them.

- 63% of the snowmobilers usually trailer their snowmobiles to go ride. 37% either snowmobile from their primary residence or have a vacation home where they keep and use their snowmobiles.

- Approximately 80% of snowmobilers use their snowmobile for trail riding and touring on marked and groomed trails. 20% of snowmobilers use their snowmobile for work and ice fishing activities.

- Snowmobilers spend on the average 7.2 nights per snowmobile season in a motel/resort room while snowmobiling. Snowmobilers are caring neighbors, they raised $3 million for charity during the 2000-2001 season.

- Approximately 17% of all snowmobilers are part of the Senior Circuit - 60 years or older and 37% of all snowmobilers are 50 years or older.

- There are over 225,000 miles of groomed and marked snowmobile trails in North America that have been developed by volunteer clubs working with local government

and private land owners.

- There are over 3,000 snowmobile clubs worldwide involved in trail grooming and charity fund raising and family activities.

- There are 40 registered non-profit associations representing snowmobilers in the U.S., Canada and Scandinavia.

- Snowmobiling is great exercise that brings people outdoors to interact with nature and each other. It is an invigorating sport that is great for stress release and good mental health.

- Snowmobiling is a great family sport. It is an activity that keeps parents and kids together. Historically individuals who snowmobile at a young age continue to snowmobile with their parents and continue in the sport throughout their lives, sharing great experiences as a family. In many winter regions, snowmobiling is simply the main form of winter outdoor recreation and in some cases the main method of transportation available.

- Majority of Americans Favor Snowmobile Access to National Parks - Nearly eight of ten (78 %) of Americans believe snowmobiles should be allowed in national parks and only 11 percent support the National Park Service's recent decision to ban snowmobiles from the park, according to a poll released by SWR Research. The survey of 1,000 adult Americans was conducted May 16-17, 2000 by SWR Research. It has a margin of error of + 3.1 percent. SWR Research is an internationally recognized polling and public opinion firm.

- The use of snowmobiles in National Parks is controlled, organized and regulated by Federal Law Enforcement. The snowmobiling occurs on roads groomed and marked for snowmobiling, the same roadways used by recreational vehicles, cars, trucks and busses. Snowmobiles are NOT used as off-road vehicles in National Parks such as Yellowstone, Rocky Mountain and Grand Teton.

- On U.S. National Forest Land, most of the trails used by snowmobiles are on groomed roads used by summer recreationists. There are also secondary and seasonal roads within the forests used by snowmobilers. These roads are groomed and marked by volunteers who work closely with the local U.S. Forest Service staff in maintaining and managing those areas.

- The manufacturers have always been actively involved in promoting safe riding behavior while snowmobiling. Over one million brochures, decals and hundreds of thousands of posters and safety videos have been distributed free of charge to snowmobile enthusiasts throughout the world. Safety trainers, enforcement officers, Chambers of Commerce and more use safety materials provided by the manufacturers through the Safe Riders! You make

Night Riding

A disproportionate number of snowmobiling incidents, including nine out of ten fatalities, occur after dark. Most often night riding also includes alcohol consumption and excessive speed.

Forward visibility is reduced by darkness and it is much more difficult to spot and identify potential hazards in time. Overdriving headlights can also be a serious problem, so slow down when snowmobiling after dark. Becoming disoriented or lost is much more likely at night.

Always wear outer clothing with reflective trim on the arms, back and helmet. Never ride alone at night. Always dress in your full snowmobiling outfit even if your intended destination is just next door.

VAST | Vermont Association of Snow Travelers